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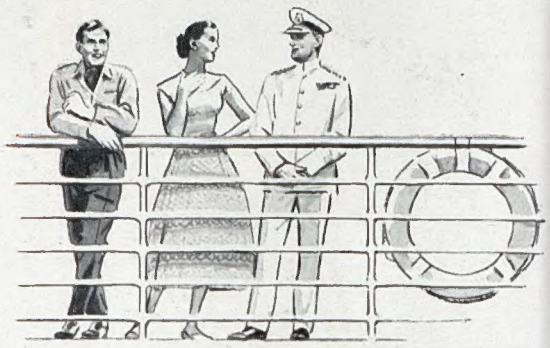

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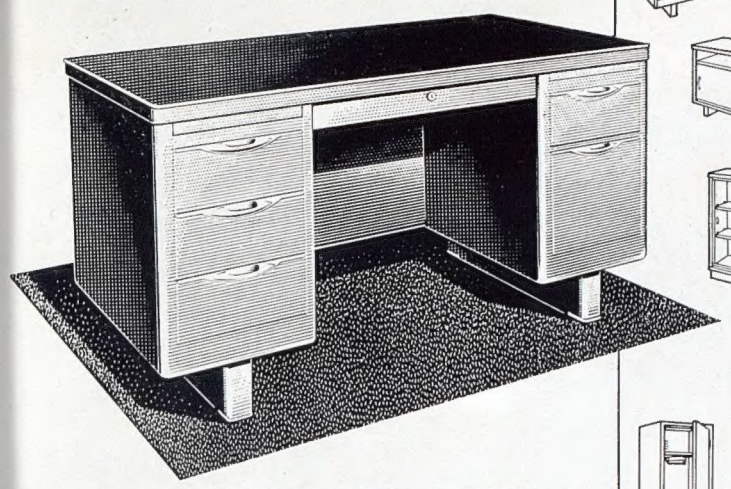

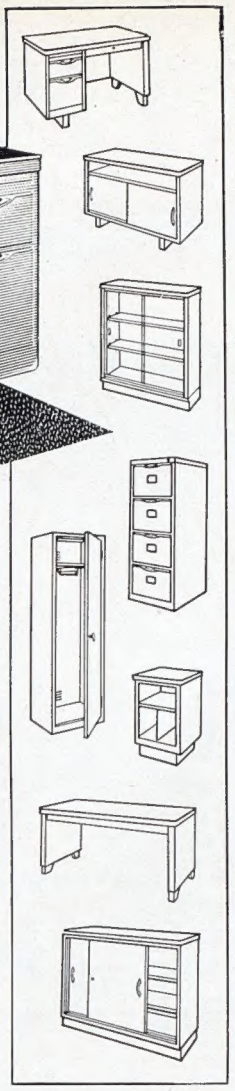

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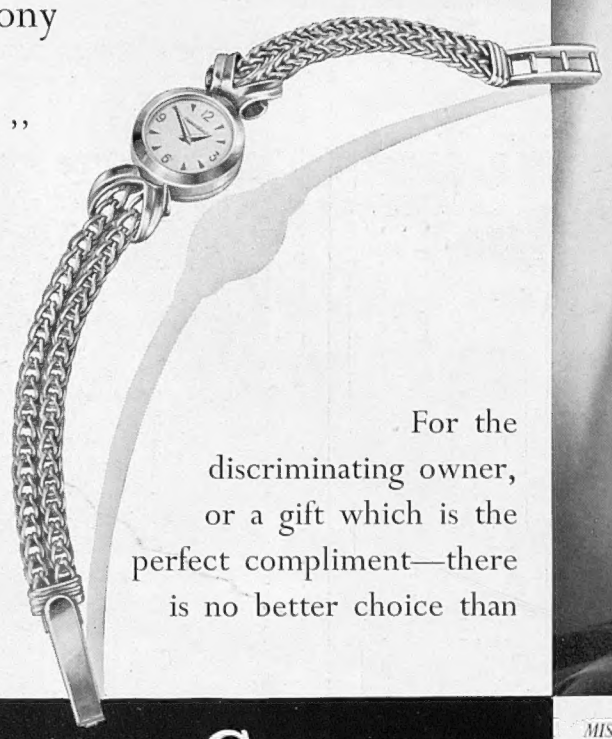

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SURVIVORS FROM THE "PAMIR"—FIVE OF THE SIX SURVIVORS FROM THE ILL-FATED GERMAN BARQUE ARRIVE IN FRANKFURT AFTER FLYING FROM CASABLANCA: They are, from left, Karl Otto Dummer, Klaus Fredrichs, Karl Heinz Kraaz, Hans Wirth and Folkert Anders. The sixth survivor, Gunther Hasselbach, who had been rescued by the U.S. Coast Guard cutter *Absecon*, was taken to Puerto Rico in the steamship *Antilles*. Eighty men lost their lives in the disaster in the Atlantic.

Of the eighty-six men who sailed in the ill-fated German barque *Pamir* on her homeward journey from America to Germany, there were only six survivors. The first survivors to return to Germany were the five young men, three of whom are cadets of the German Mercantile Marine, who had been rescued by the freighter *Saxon*. They were later transferred to the American transport *Geiger* and taken to Casablanca to complete their journey by air to Frankfurt. The sixth survivor, who had been rescued from a sinking lifeboat was landed at San Juan, in Puerto Rico. Karl Dummer, who was the *Pamir*'s baker, has described the sinking of the *Pamir* as happening "faster than I can describe it." "When the storm hit us," he said, "we had to cut the sails away. Then the ship listed more and more. This made it impossible to let down the boats. When the ship turned over, all the crew were hanging on to the starboard railing." Ten men reached the lifeboat but five died before the rescue came. At last, when the five remaining men were seen by the *Saxon* and they knew that they were being rescued, they jumped into the water and swam towards the ship. (Further pictures of the search for survivors from the *Pamir* and of the arrival in Casablanca and Frankfurt are on pages 6 and 7.)

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NEW BUILDINGS IN BERMONDSEY: Workmen lay the walls for a new block of flats on a site between East Lane and Jamaica Road, South-East London; behind them builders carry on with the construction of a block which is almost complete. The church seen on the extreme right-hand side of the picture is St. James's, Jam Road. The L.C.C. is demolishing many of the bomb-scarred and soot-begrimed buildings and replacing them with tall blocks of flats. Heavy damage was suffered in borough during the war. It is anticipated that Bermondsey will be a district of tall buildings, trees and lawns, instead of poor houses surrounded with iron rail

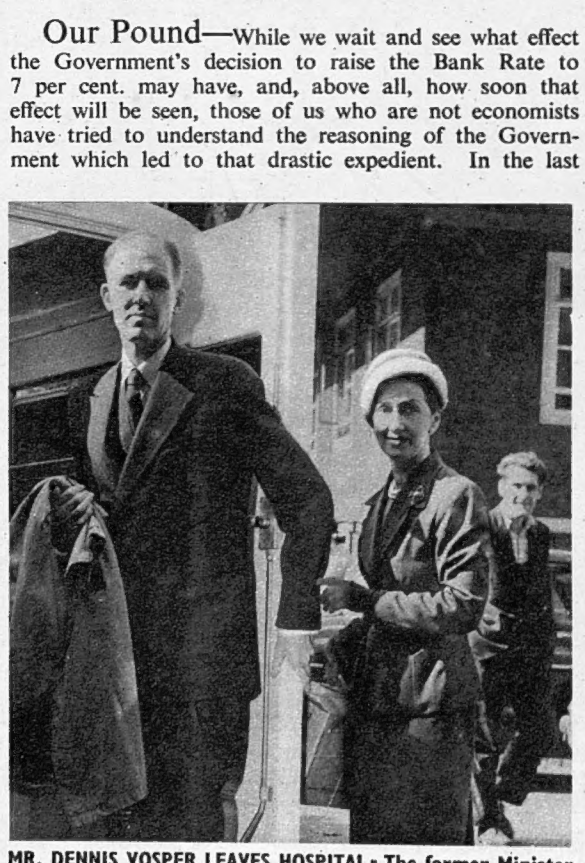
A London Newslette

195-198, STRAND, W.C

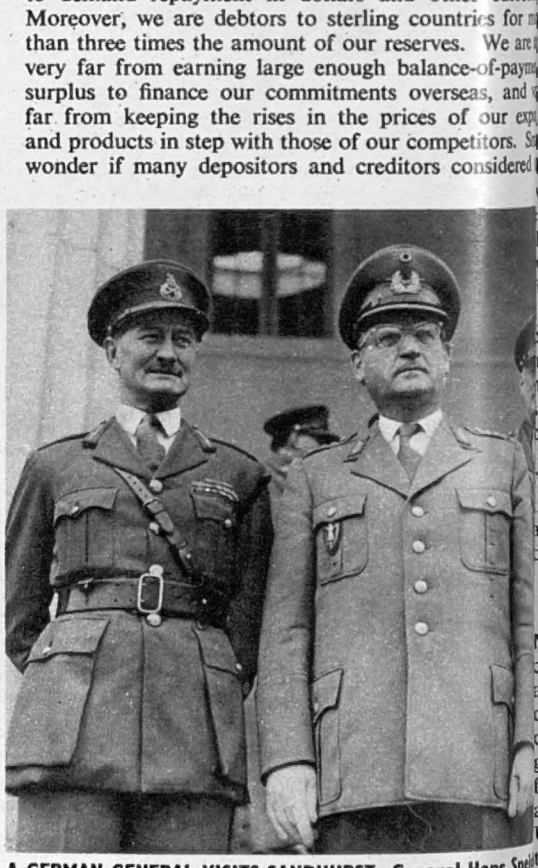
Trades Union Bogey.—There is, Mr. Cousins said recently, definitely going to be an anti-trades-union atmosphere in the next few months. That atmosphere I have breathed for several years. It is overdue for wider application. One or two big employers of labour have already taken the initiative, though the success of their ultimatums is still in doubt. Unofficial strikes may result in the closure of the plant; persistent strikers will be deemed to have left their jobs. Morris Motors have taken that line. It may be "old-fashioned" to say No to further claims for higher pay for less work, or to say No to closed-shop blackmail, but it's a fashion which should never have been abandoned. Social justice has long demanded that there shall be no sheltered and favoured units in a nation's economy in a nation's crisis. The pensioners and the fixed-income earners have borne the heaviest strain too long. The key workers can only claim to be key workers if their output justifies their pay. A faint hint or two has been given that at last the Government is resolved no longer to view these matters with Olympian detachment (for "impartiality" is hardly the *mot juste*) but to back resistance to any but justified claims and adjustments, even if such backing leads us to the verge of a general strike. The implications of the new high Bank Rate indicate that means exist to relate pay increases to higher production, and the lessons of 1926 suggest that even to-day public opinion *can* be used and that Britain is still possessed of weapons to enforce a majority verdict and to resist pistol-point national blackmail. The nationalised industries may at last find a strong excuse for resisting wage demands: "*The money is not there.*" It is not impossible that Mr. Cousins himself and the unions have savoured the new atmosphere and are aware that public opinion has pressed the Government into tardy resolution. Certain it is that if full employment—an ideal which all desire—is endangered, the chief blame lies at the door of an irresponsible trades unionism, rent in mutual jealousies and too long powerless to control its own members. Let Government and employers but screw their courage to the sticking-point and we 'll not fail. On the contrary, we can all share in a new deal and real prosperity, workers included.

Clyde Test Case.—Alexander Stephens, on the Clyde, have built and designed ships for 200 years and stand at the very top of their great profession. To-day their yards are threatened with closure. They cannot longer afford to lose money and orders through a small minority strike. They employ 2,000 hands and of these a bare 100 are on strike. Their dispute is over the share of prefabrication work between shipwrights and platers. It is the second strike on the same issue within months. Two unions are concerned and have been unable to compose their differences at local level. The vast bulk of the workers in the yard are not remotely concerned in the dispute. Are they, also, impotent victims of gross injustice and blind and selfish folly? Must they fall with the branch they sit on, though innocent of using the saw? The implications and inevitable disaster in this case are much more clear and immediate than in that fairly recent and insane strike at Cammell Laird's. It seems possible that the lessons of that strike, the present very critical state of the nation's economy, the immediate nature of the penalty for this selfish and blind obstinacy, may knock some sense of responsibility into this handful of men and strengthen their impotent union leaders. We have for too long been unable to depend on positive action in any national issue by a sane majority to avert a common disaster induced by an irresponsible minority, and time and again we have seen the spectacle of great unions controlled by an irresponsible handful of the men whose just aspirations they are supposed to further.

Our Pound—While we wait and see what effect the Government's decision to raise the Bank Rate to 7 per cent. may have, and, above all, how soon that effect will be seen, those of us who are not economists have tried to understand the reasoning of the Government which led to that drastic expedient. In the last twelve months since Suez, Britain lost nearly half of gold and dollar reserves she then possessed. At time those reserves, generally accepted as dangero low, were being painfully built up. The efforts rece made to bolster-up our defences against an alarming at on sterling were a thin camouflage. Sterling is dangero weak in world markets. Despite Exchange cont dealers could and did exchange into other currencie little cost to themselves. They expected that devalua was coming and preferred the currencies of nations wh can more obviously pay their way. A "run" on banks by foreign depositors, if it gathered weight of pr proportion, would spell bankruptcy. They are all entit to demand repayment in dollars and other currenc Moreover, we are debtors to sterling countries for m than three times the amount of our reserves. We are v very far from earning large enough balance-of-payme surplus to finance our commitments overseas, and w far from keeping the rises in the prices of our expo and products in step with those of our competitors. So wonder if many depositors and creditors considered



MR. DENNIS VOSPER LEAVES HOSPITAL: The former Minister of Health, accompanied by his wife, is about to enter an ambulance after leaving Westminster Hospital, where he underwent an operation. Mr. Vosper's resignation, owing to ill-health, was announced a few weeks ago. He is reported to be recovering.



A GERMAN GENERAL VISITS SANDHURST: General Hans Speid Commander-in-Chief Allied Land Forces, Central Euro (on right), stands with Major-General Ronald Urquhar the Commandant of the Royal Military Academy, dur his recent visit to Sandhurst. The fifty-eight-year-o General was once Chief-of-Staff to Field-Marshal Romm

UARDS TEST A BRIDGE IN ST. JAMES'S PARK: Officers and men of the 2nd Battalion Coldstream Guards march across the new concrete footbridge in St. James's Park, London, while engineers in a boat alongside it measure the resultant stresses and strains. Altogether 300 guardsmen took part in these tests. It was estimated that they subjected the bridge to a weight of 20 tons. The resulting structural deflections were as anticipated.

A MILITARY EXERCISE: Coldstream Guardsmen run across the concrete bridge which has replaced the familiar iron one in St. James's Park. The bridge is reported to have shaken "like a jelly" at the about-turn movement they carried out on it. High-tensile wire cables form the central core of the streamlined modern bridge.

lark a better proposition, and while inflation continues here was little enough which the Government could do bout it. What they have done in raising the Bank Rate o a height which two months ago they never dreamed f as a possibility was no doubt decided on some such easoning and timed to precede the Chancellor's visit to merica. Mr. Macmillan has refused an Opposition equest for the recall of Parliament, and the nation must ait a month more before it can learn some of the truth bout a decision of supreme importance.

Price of Coal—and Such Coal.—I sometimes wonder whether the Welfare State has finished he work of turning Britons into slaves. Have we lost the ower individually or collectively to protest at any form f injustice or oppression? From the cottage, the small ouse and the big, have come constant complaints again hat the coal and coke supplied by the merchants can ever be depended on to be the same quality or type as he last, and that—recently, at any rate—almost every elivery has been dirty and full of stone and slack. The nerchants often frankly admit this and say they are the irst to suffer, even when the inspector is sent for and dmits the charge. For the merchant, often in his pre-licament, the temptation must be great to unload the lamaged goods on his customers in tons or hundred-veights and to hope for the best. The customer may omplain, but where is he to turn? For the customer he position is grim enough. He for ever pays more for vorse fuel and can never depend on receiving the type of uel recommended for his cooking and heating stoves. ndividually and collectively, he resigns himself to grum-bling. We have long ceased to present a united front to njustice. We are not co-operative in that sense, and we ave lost the aggressive spirit of our ancestors. Why hould we pay the price demanded as day after day our oilers die out and must be lit again, whether we feed hem with coke or anthracite? For the manufactured uels are always in short supply, even if we could afford hem. Is it odd if some of us criticise the Coal Board nd the allied machinery for grading cokes and cleaning domestic fuels?

Hot and Cold.—Who more restrained than Mr. Gromyko, when he invited the General Assembly to consider his "simple" plan for easing world tension and atomic disaster, and what proposal more attractive to the dumb majority of the human race, puzzled only that this dove-cooing should follow so quickly on such lion-like growling which in past weeks shattered their ears? For five years the Nuclear Powers should agree (a gentleman's agreement?) not to use atomic and H-weapons, and the U.N. should demand a two-year cessation of nuclear tests from January 1. Well, that suits me in my ignorance; suits Mr. Bevan with his knowledge; suits an innumerable majority of the human race. But, as usual, the sincerity of Russia's voice (and voices) worries the have-nations. What is the definition of a gentleman and are all the parties to the contemplated agreement within a satisfactory definition? The old charge of blatant propaganda devices is instantly laid; this time the propaganda is directed to influence the "floating vote" among the nations, the so-called "uncommitted" countries in Asia and Africa. And no doubt the speaker had them in mind, and his plea for peaceful co-existence was a feature as familiar as the B.B.C.'s "Twenty Questions" and as purely recreational. Alas! for the waiting world, the issue of foolproof inspection still cancels out any "simplicity" in the proposal. It all turns on *What is a gentleman?* It is a U-question no less than an H. and A. question. And the explosions go on while some of the competitors slip down to bankruptcy. The simplicity must be applied to Mr. Gromyko and to those nations and individuals which swallow him whole.

The "Pamir."—I think it was in an Ibsen play that some character, faced with a sudden domestic tragedy, remarked: "But these things don't happen nowadays." Alas, they do on land and at sea. All the devices of science to safeguard humanity cannot avert the sudden assaults of Nature (and many of them seek to rival the worst that Nature can achieve). In sail and in steam, storm and tempest still take their toll, and "presumed lost with all hands" is still a familiar writing-off of good ships and their crews. The *Pamir* was a famous windjammer of the grain trade and was, after her long and splendid history, once more on the job with grain in her hold when a hurricane struck her off her course and sank her 600 miles off the Azores. Every effort by every modern means has been made to find survivors from some fifty cadets and forty adults. Almost all were at first presumed lost, and after a tragic false alarm it had to be accepted that this was the case.

Crimes of Violence and Whipping.—People in Birmingham, horrified at the increase in crimes of violence, against young and old people especially, are drafting an appeal to the Home Secretary to reintroduce whipping into the Criminal Justice Act. It will stand little chance as yet of favourable consideration. Too much face-saving would be involved in Parliament. That act and the Death Penalty Reforms are unlikely to be judged for some time to contain hasty or ill-considered reforms; except by a powerless minority. The sponsors and their backers view with alarm the lighter penalties still being imposed, within their present limits, on criminals convicted of such crimes, and urge that such sentences should be increased to maxima. In addition, they pray for legislation to ensure compensation to the victims from the aggressor. Such compensation would usually be difficult to obtain. It remains to say that, from whatever causes, the minority which fought against the abolition of whipping in certain crimes and against the "Be-Kind-to-the-Killer" Act has very quickly obtained sound evidence to justify an "I told you so."

The Umbrella of Democracy.—The Lord Chancellor last week had some hard things to say of time-wasting Commissions and Committees. It is wrong, he said, to entrust such bodies with the job of considering and recommending reforms in the law if Parliamentary time is not available to implement or even consider the recommendations. There is to-day a big list of Royal Commissions and Special Committees which sat long hours and put out recommendations which have merely gathered dust in files. But Lord Kilmuir might have gone further and trounced the extravagance and absurdity of the use of Democracy's umbrella, the passing-over to unwieldy committees the task of examining matters which are best resolutely decided by the responsible chiefs. Lord Chancellors in recent years have been large-scale purveyors of these unwieldy Committees, quite needlessly representative of all possible interests and, by their very unwieldiness, time-wasting. It was all very well when such Committees were composed largely of unpaid volunteers. There are few such to-day. Most of them put in expense accounts which they justify by wordy intervention on matters best settled by, and often (as the luncheon hour approaches) gladly remitted to, the sub-committee of three. It is the price we pay for a very self-conscious Democracy, jealous of sacrificing its rights to consultation and representation; and it is far too high a price.

THE OLD STAGER

RATES OF SUBSCRIPTION TO "THE SPHERE"

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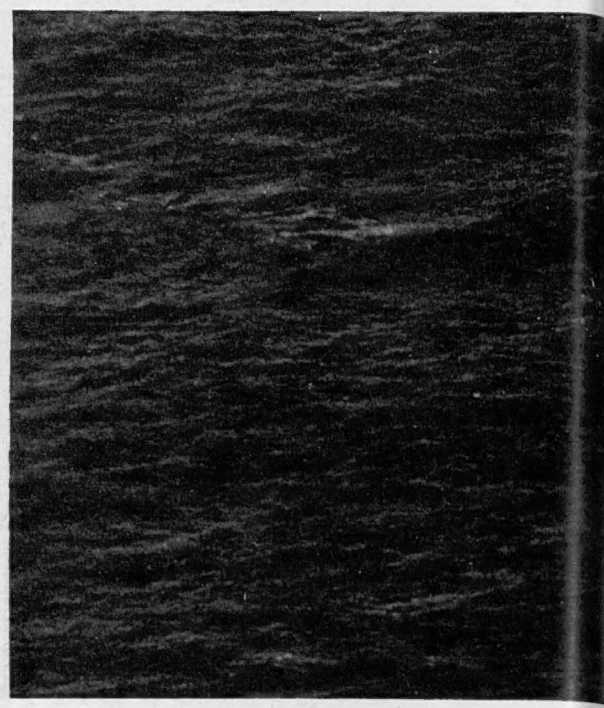
THE END OF THE SEA JOURNEY FOR FIVE OF THE SIX "PAMIR" SURVIVORS : The United States Navy transport *Geiger*, with the five survivors on board, enters Casablanca Harbour in North Africa. After a short stay in Casablanca the five men were flown home to Germany in an aircraft of the U.S. Air Force.

PRESS CONFERENCE AT CASABLANCA : Four of the survivors are seen during an interview on board the *Geiger*. *Below*—Watched by a big crowd, the survivors leave their aircraft at Frankfurt after flying from Casablanca. In the foreground, eighteen-year-old Klaus Frederichs is greeted by his mother and brother.

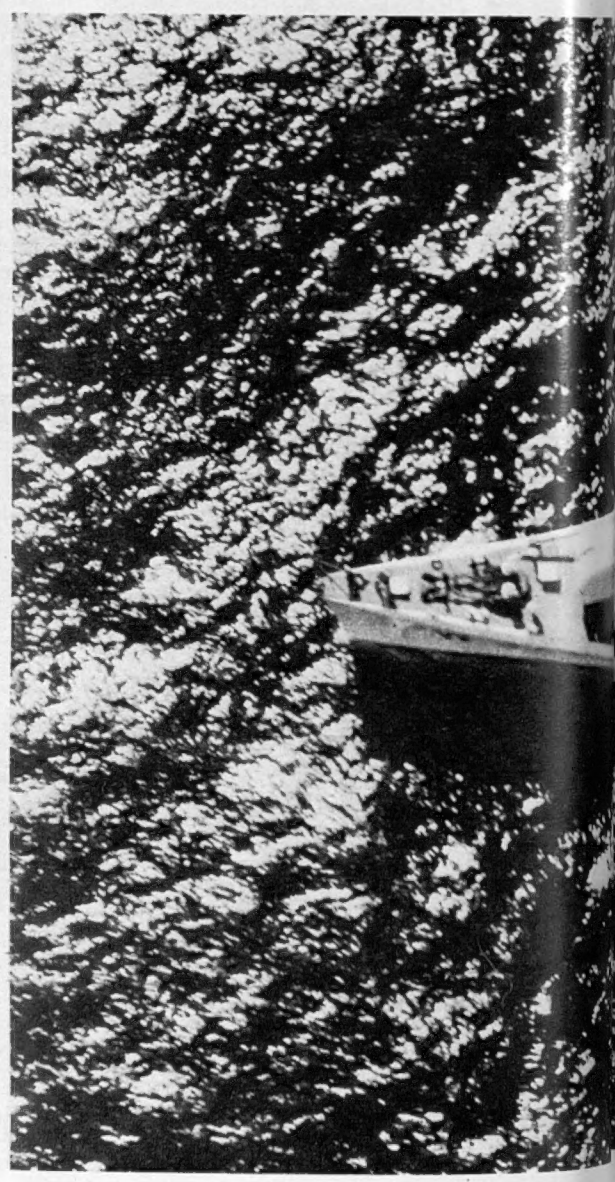


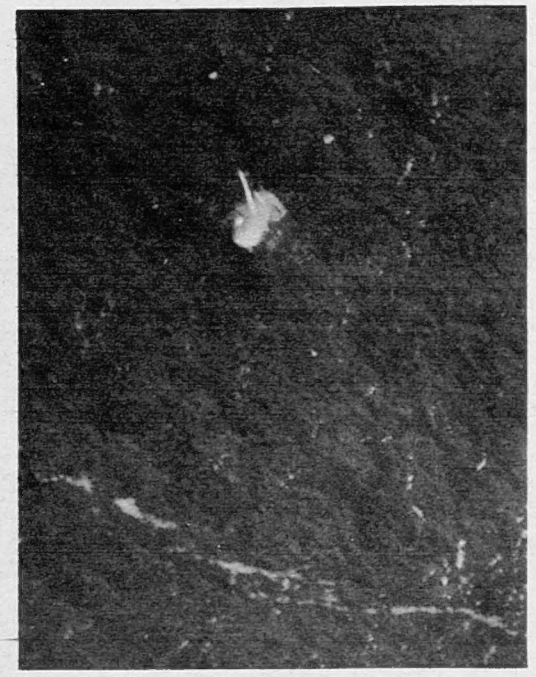
THE TRAGEDY OF THE "PAMIR"

Search in the Mid-Atlantic for Survivors from the German Barque

The disaster to the German barque *Pamir* was all the more ag ling because for a brief period it seemed that a consider number of her company might have been saved. These ho however, were quickly dashed.

A fortnight ago the 3,000-ton windjammer was homeward bo from America to Hamburg and carried among her complem between eighty and ninety some fifty German mercantile ma cadets, who were on a training cruise. In mid-Atlantic she into a hurricane. After a series of increasingly desperate mess the last heard from her was that she had lost sails and masts was sinking. Immediately an air-sea rescue operation was sta directed from an American Air Force base in the Azores, airc sending messages down to ships and guiding them on courses a any promising trails. But by last week-end, after a false a which had raised hopes everywhere, the total tally of survivors no more than six. The master was lost with the ship.





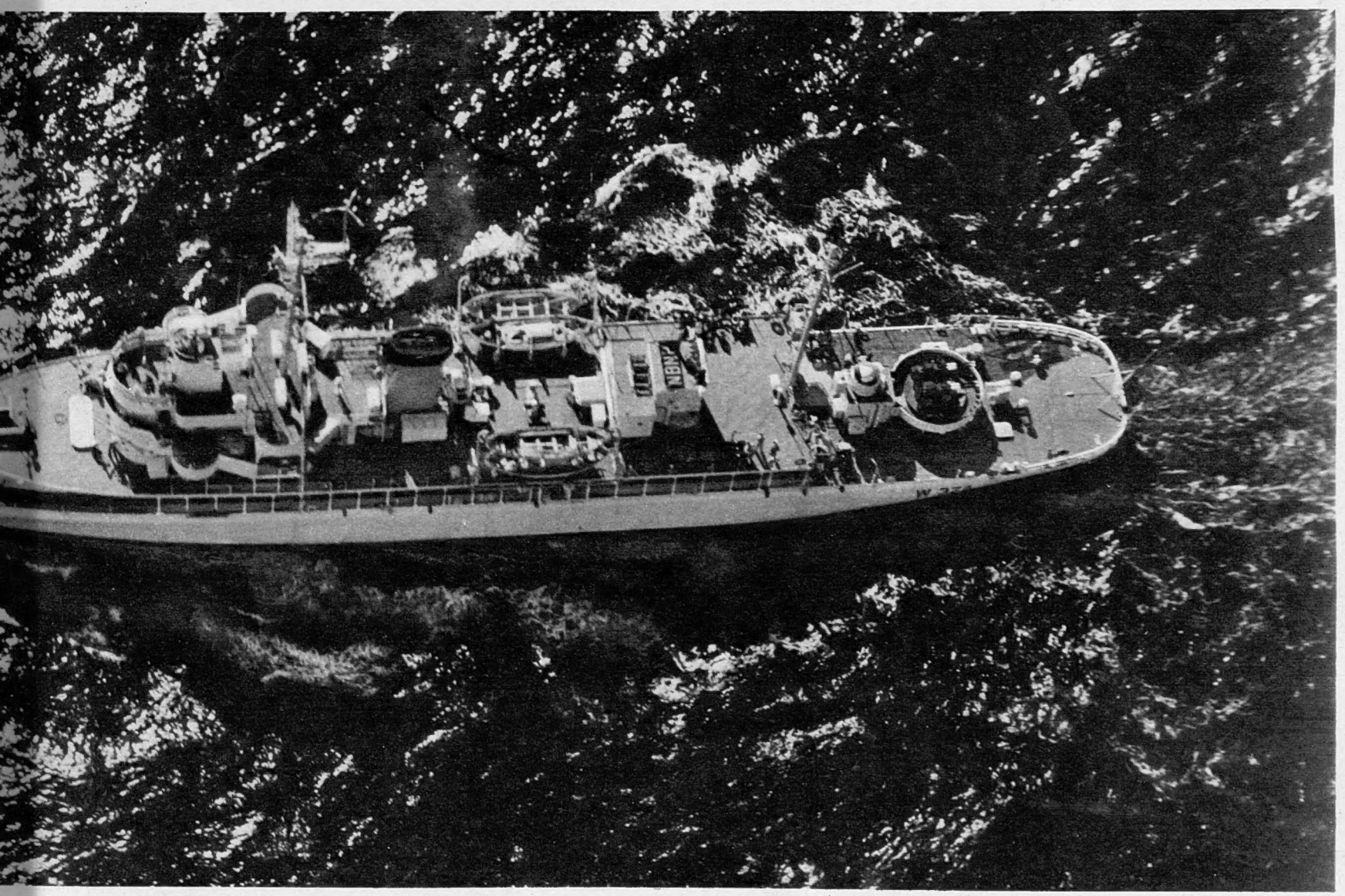
THE AIR-LAND SEARCH WHICH FOUND ONE SURVIVOR: The U.S. Coast Guard cutter *Absecon* steams on a course to instructions from a U.S.A.F. aircraft from which these pictures were taken. The airmen had spotted an object floating in mid-Atlantic which might be a raft or lifeboat from the *Pamir*.

On left—

A TRAIL OF HOPE TURNS TO DISAPPOINTMENT: In the farther picture a smoke flare is landing on the water (in top left corner) to indicate to the *Absecon* that the aircraft has seen the debris (running across foreground). In the nearer picture closer investigation reveals a capsized lifeboat.

Below—

ONE LIFE IS SAVED: The *Absecon* pulls in another *Pamir* lifeboat (amidships on the far side to the right of the funnel) in which one survivor was found. This brought the total of survivors to six, five more having been picked up in a second lifeboat by a freighter.



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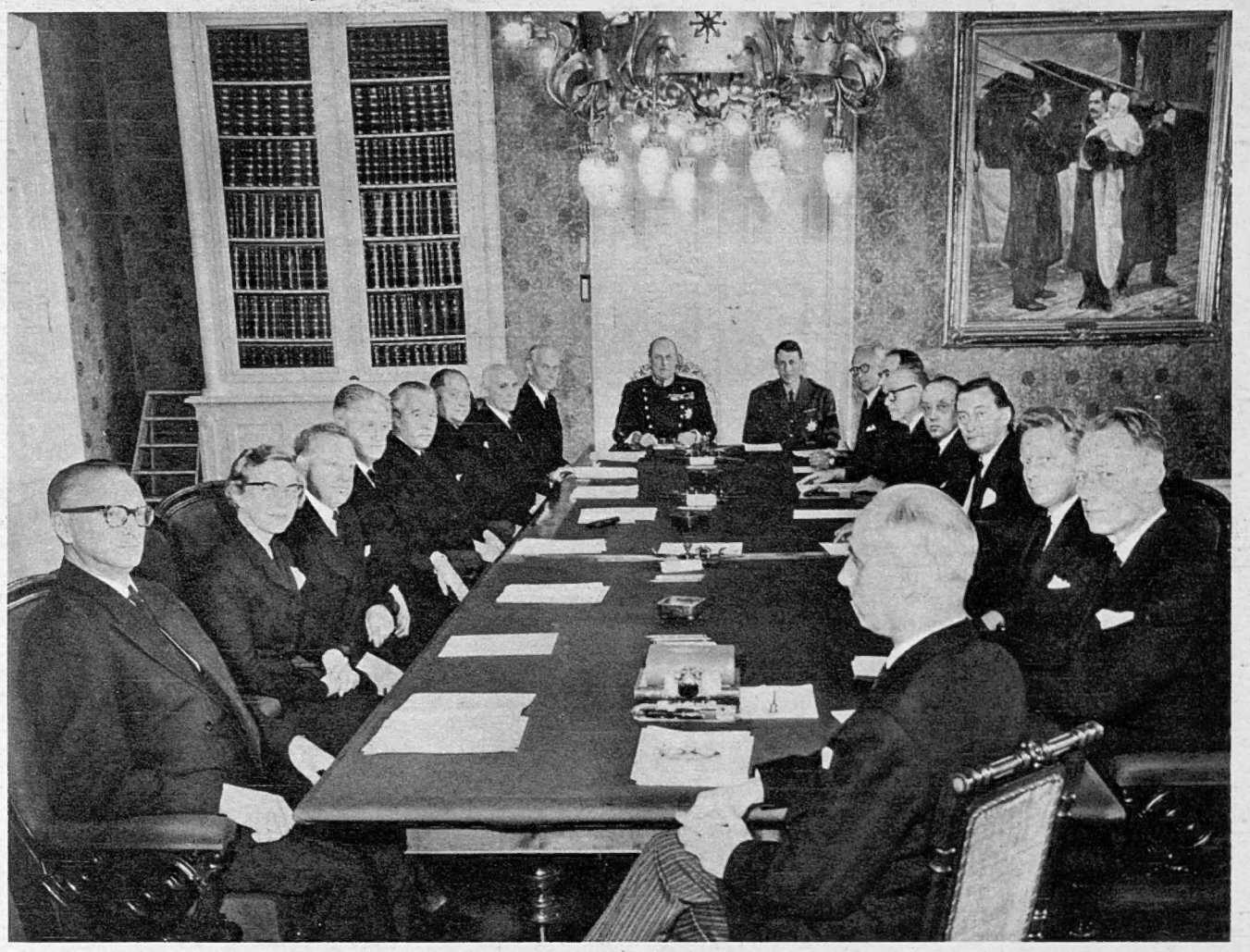
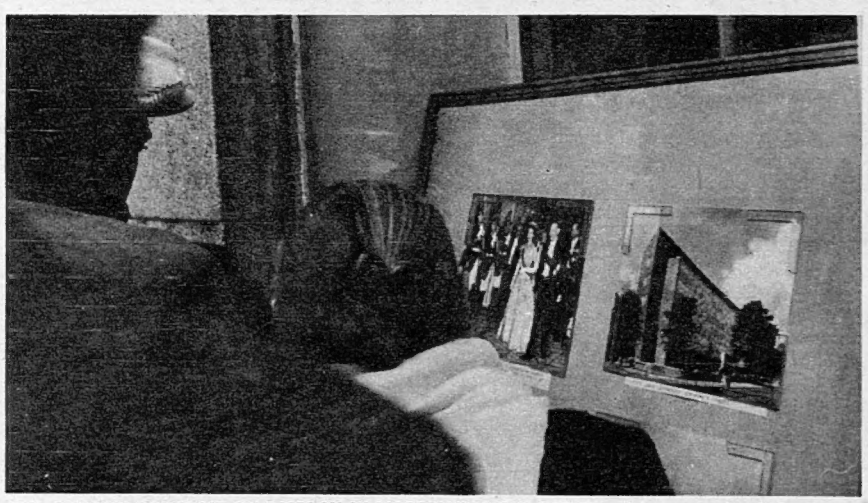


On left—
NORWAY'S NEW KING IN CONFERENCE: King Olav V, at the far end of the table, attends the first ordinary Cabinet Council of the new reign. On his left is Crown Prince Harald, who was attending the Council for the first time. The members of the Council, from the left, are: Harald Löbak (Minister of Agriculture); Aase Bjerkholt (Family and Consumers); Gunnar Braathen (Economy); Kolbjörn Varmann (Communication); Gustav Sjaastad (Shipping and Industry); Nils Handal (Defence); Ulrik Olsen (Labour); Einar Gerhardsen (Prime Minister); King Olav; Crown Prince Harald; Halvard M. Lange (Foreign Affairs); Trygve Bratteli—partly hidden (Economy); Birger Bergersen (Education); Arne Skaug (Trade); Nils Lysö (Fishery); Gudmund Harlem (Social Affairs); Jens Haugland (Justice) and Leif Östern (Secretary of the Cabinet). Although Prince Harald has attended the Council he cannot, however, become Regent in the absence of his father until he is twenty-one.

Below—
A PORTRAIT OF HER MAJESTY THE QUEEN CAUSES CONSIDERABLE INTEREST IN RUSSIA: Crowds of Russians are gathered outside one of the windows of the offices of Tass, in Gorky Street, Moscow, to get a glimpse of a portrait of Her Majesty the Queen. The portrait, which is being shown for the first time in Russia, forms part of a photographic exhibition of life in England. It was presented to the Russian Ministry of Culture by the British Embassy and shows Her Majesty with the French President, M. Coty, during the State visit to France in the early part of the year. Among the many other pictures on display at the exhibition are those of factories, offices, schools and cars.



THE QUEEN'S PORTRAIT ON DISPLAY IN MOSCOW'S MAIN STREET: This portrait of the Queen has been causing a great deal of attraction since it was put on view in one of the windows of the offices of Tass, in Gorky Street, Moscow. For many Russians, this was the first portrait of the Queen they had seen. It shows Her Majesty accompanied by the French President, M. Coty, at a reception during the State visit to France.

THE JAPANESE FOREIGN MINISTER IN LONDON: Mr. Aiichiro Fujiyama, the Japanese Foreign Minister, wearing glasses and seated at the table third from the right, is pictured at a conference with European Japanese Ambassadors at the Japanese Embassy in London. Mr. Fujiyama had arrived in London by air from the United States for a four-day official visit. He carried out a full programme of visits to British Ministers.

A TRIBUTE TO THE FOUNDER OF THE GODOLPHIN SCHOOL: Pupils of the Godolphin School, Salisbury, Wiltshire, stand in tribute at the tomb of the school's founder—Elizabeth Godolphin—in Westminster Abbey. The wreath on the grave was placed there by one of the pupils, seventeen-year-old Juliet Broome. Elizabeth Godolphin is the only headmistress of a school to be buried in Westminster Abbey.

THE NEWS IN PICTURES

A NEW LORD MAYOR FOR LONDON: Sir Denis Truscott (on right), who was last Saturday elected Lord Mayor of London for the ensuing civic year, poses for a picture with the present holder of the office, Sir Cullum Welch, at Guildhall where the ceremony took place. Sir Denis, who is due to take office on November 8, is forty-nine years old. He is the Chairman of a City firm of printers. The election could not be held this year on Michaelmas Day, because it fell on a Sunday.

A CIVIC CEREMONY AT GUILDHALL: Two new sheriffs of the City of London, Alderman Anthony George Clifton Brown (centre) and Deputy S. R. Walker, C.B.E. (on the right), are admitted to Guildhall before the election of the new Lord Mayor.

ANNOUNCING THE APPOINTMENT: In Guildhall the Recorder submits the name of Sir Denis Truscott to the Livery. Sir Denis will be the third member of his family to hold this high civic office. At the Common Hall of liverymen of the guilds of Guildhall the names of all the aldermen qualified were submitted.

THE BRITISH LEGION ON PARADE AT SANDHURST: A column of members of the British Legion, Southern area, marches on to the parade ground at the Royal Military Academy, Sandhurst, to take part in their annual parade. About 4,000 members were in the march-past. They came from many parts of the Southern area, which extends from Kent to Cornwall. After a service in the chapel, conducted by the Chaplain, the Rev. J. R. Youens, members marched past the saluting-base where the salute was taken by General Sir Roy Bucher, the National vice-chairman of the British Legion.

A NEW PRIME MINISTER FOR SIAM: Pote Sarasin, the new Premier of Siam (centre), speaks over a microphone at a meeting of high-ranking officers of the South-East Asia Treaty Organisation. Shortly after he had finished his speech it was announced that he had been elected in succession to Pibul Songgram who was deposed as the result of a military coup, and fled to Cambodia. Mr. Sarasin had to resign his office of Secretary-General of the SEATO headquarters in Bangkok to assume his new position. He has also served as Ambassador to the United States for the Kingdom of Siam.

THE NEWS IN PICTURES

THE ANNUAL MEETING OF THE WORLD BANK: Delegates from many nations are seen in this general view of the twelfth Annual Meeting of the Governors of the World Bank and International Monetary Fund in Washington. Mr. Thorneycroft, the Chancellor of the Exchequer, was supported by Mr. Per Jacobsson, the managing director of the I.M.F., in his strong argument that the pound sterling ought not to be devalued.

THE CHANCELLOR OF THE EXCHEQUER IN WASHINGTON: Mr. Peter Thorneycroft, on the left, talks to Mr. Nigel Birch, the Economic Secretary to the Treasury, at the meeting of the World Bank and I.M.F. in Washington. Following his sensational measure of raising the Bank Rate, the Chancellor of the Exchequer stated that Great Britain had no intention of devaluing the pound sterling. The German delegate to the conference, Dr. Westrick, of the German Ministry of Economics, stated that the Deutsch mark would not be revalued upwards. Mr. Thorneycroft said that the combination of measures that he had taken before leaving London was to make money more expensive and difficult to get. It would not bring development to a standstill. Fundamentally Britain was in a strong trading position. However, world-wide inflationary trends were the cause of great anxiety. Other monetary difficulties were caused by the flow of gold and dollars into the United States and the run on sterling.

NEW HOUSING ESTATE OPENED BY THE LORD MAYOR OF LONDON: Sir Cullum Welch, the Lord Mayor (centre), pauses in his tour of the new housing estate at Golden Lane, in the eastern part of the City, which he opened on behalf of the Corporation last week. The central block of the estate, Great Arthur House, is sixteen storeys high. It has been occupied for three or four months already, as have several other blocks adjoining it. Three more blocks remain to be completed. Two of them are to be of six storeys and the other will be of four. When completed, the estate will house 1,400 people, some in flats and some in maisonettes. So far, 625 tenants have moved in. The new estate includes a community room, a kitchen from which meals can be served to old people, and rooms for use as a youth club. Other communal amenities are planned as later developments. A great deal of open space has been left between blocks.

SEEING OFF THE WEST INDIAN CRICKETERS: Peter May, captain of the victorious England team, says good-bye to some of the West Indian tourists, as they set off from Waterloo to Southampton on their journey home. On May's right stands Wesley Hall; next to him, carrying a bag, is "Collie" Smith, the fast bowler. Valentine, who wears spectacles, stands at the left of the group. Roy Gilchrist is seen in the train just behind the English captain.

POLITICAL UPROAR IN HAITI: Dr. Francois Duvalier, who was last week elected President of Haiti, walks with his wife in Port au Prince, the capital of the West Indian island. They are closely followed by a bodyguard. After the election, the opponents of Dr. Duvalier stated that it had been rigged. The military junta which governs the republic sent a strong force of troops and heavily armed police into the capital to suppress a general strike called by the supporters of one of the Presidential candidates, Mr. Louis Dejoie. Before the election some of Mr. Dejoie's supporters threatened to burn down Port au Prince if he lost. In fact, this threat was not carried out. Dr. Duvalier promised that complete constitutional rights would be restored to Haiti as soon as he was inaugurated.

THE NEWS IN PICTURES

THE CROWN PRINCE OF SAUDI ARABIA AT THE WHITE HOUSE: Prince Faisal stands with Mr. Eisenhower and Mr. Dulles in the President's residence. After their meeting he was reported as saying that Syria was no threat to her Arab neighbours. "There is no other Arab country which will endanger the security of any other Arab country." These remarks were taken to reject the American view that Russian arms to Syria constitute a serious threat to the other Arab states. The Crown Prince, who is also Prime Minister, had an operation in New York last July.

THE KING OF MOROCCO VISITS TANGIER FOR THE FIRST TIME IN TEN YEARS: His Imperial Majesty Mohammed ben Youssef (Mohammed V) rides on a donkey through the streets of Tangier attended by a large crowd. This means of transport was according to religious tradition, for the King had just visited a mosque for prayers. By ancient custom he was obliged to ride from the mosque to the Palace on a donkey. This was the King's first visit to Tangier since 1947. Among his other engagements was the opening of a school which he named after himself. In Tangier he was accompanied by the Crown Prince, Moulay Hassan. Mohammed V changed his title from Sultan to King a few weeks ago.

A STREET TRANSFORMED INTO A RIVER BY FLOODS IN INDIA : In a village in Uttar Pradesh, some seventy miles from Delhi, the main street has been inundated by floods. Although the men and children look cheerful enough, the floods in this region of the state, which was formerly known as United Provinces, caused heavy casualties and wide damage. Forty-six people lost their lives, mostly through houses collapsing, and thousands of acres were submerged.

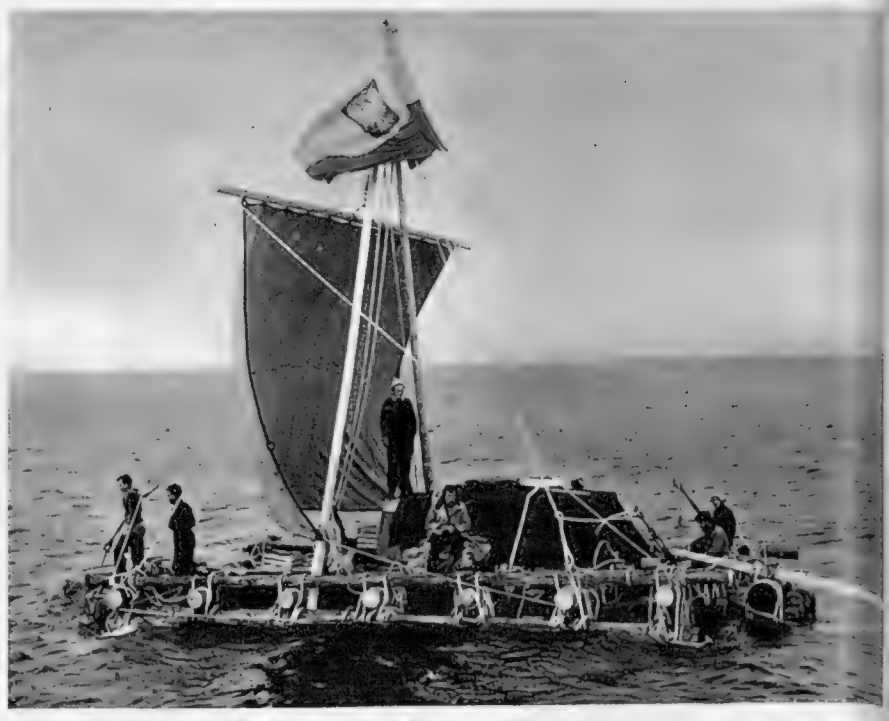
STOWAWAYS FOR SIX DAYS IN A REFRIGERATION VAN: The two men in the centre are Yugoslavs who, when this picture was taken in Brussels, could only be identified by the names Zupan and Silone. On each side of them are railway workmen who found them in a refrigerated van for carrying meat when it was shunted into a siding in the Belgian capital. Zupan and Silone stated that they had travelled across Europe for six days and nights in temperatures which were certainly far below freezing point and, according to some reports, as low as 6 deg. Fah. The two young men also told the Belgian police that there had been two others in their "stowaway" party from Yugoslavia, but they had hidden in another refrigeration van bound for a different destination in Europe. The authorities immediately flashed messages to all parts of Europe where the van might be with the two others still locked in it.

GENERAL HECTOR TRUJILLO BEGINS HIS SECOND TERM OF OFFICE AS PRESIDENT OF THE DOMINICAN REPUBLIC: Raising his right hand and in his left holding a copy of his country's Constitution, he is sworn in at a ceremony in Ciudad Trujillo, the capital. *On left*—General Trujillo, in evening dress with orders, takes the salute during a military parade outside the House of Congress after his inauguration as President for the second time. Hector Bienvenido Trujillo Molina was elected without opposition as President of the Republic in 1952, in succession to his brother, General Rafael Leonidas Trujillo Molina. The term of office of the President, who has the executive power in San Dominica, runs for five years. Election is by popular vote. Citizens are enfranchised at the age of eighteen.

VERGES OF THE OCEAN

Pictures of Craft in Coastal Waters at Home and Abroad

THE END OF A FOUR-YEAR VOYAGE ROUND THE WORLD IN A SCHOONER : At Oakland, in California, on the deck of the 50-ft. schooner *Landfall II*, are Dr. William F. Holcomb, a fifty-nine-year-old surgeon, and his wife, Marilyn. Behind them are William Carr, of Charlotte, North Carolina, and Leslie Price, of Johannesburg, South Africa. The Holcombs set out from Oakland in September 1953 to sail round the world. They returned last month after a voyage of 56,000 miles.



A RAFT PREPARES FOR A TRANSATLANTIC VOYAGE: With the Polish flag at her mast, *Nihil Nove* (Nothing New) cruises in the Baltic Sea. The raft carries a crew of six under the command of a student, Stanislaw Woznicki, from the Gdansk Polytechnic in Danzig, Poland. They intend to try and cross the Atlantic from Casablanca, on the north-west coast of Africa, to the north coast of Brazil, starting their voyage next December.

A GIANT COASTING VESSEL LAUNCHED IN GERMANY : The *Saar* lies on the launching ramps ready to take to the water in a shipyard at Walsum, near Dusseldorf, on the Rhine. The 820-ton coasting motor-ship is one of the largest of its kind ever to be built in Germany. She has a length of 180 ft. and a breadth of 33 ft. Powered by a 750-h.p. engine, her speed will be 10 knots. She will be equipped to sail through ice-ridden seas.

A NEW BRITISH ORE-CARRIER : The single-screw motor ore-carrier *Sagamore* in the water after her launch from the Blythswood Shipbuilding Company's yard Scotstoun, Glasgow. Built to the order of Furness, Withy, she is designed to carry total deadweight of about 15,000 tons on a draught of 29 ft. The ship is 482 ft. lo

THE COMPLETION OF THE MODERNISATION OF A SUBMARINE : Officers and men stand on a quay at Devonport Dockyard during the recommissioning service for H.M. Submarine *Tiptoe*. Launched in 1944, the vessel is of the "T" class, distinguishable by the tall conning-tower, the narrow proportions of which are accentuated by the reflection in the water in this picture. *Tiptoe* has been extensively refitted on similar lines to the American "Guppy" type (Greater Underwater Propulsive Power).

A GERMAN NAVAL WEAPON OF THE LAST WAR EXHIBITED IN SWITZERLAND : A one-m submarine lies on a trailer by the river at Zurich. This class of vessel was employ by the German Navy on "suicide" missions against enemy ports and harbour instal lations. It could launch from its sides two 550-lb. torpedoes, one of which is seen on t trailer, and could dive to a depth of over 150 ft. The exhibit in Zurich was recen salvaged from the Baltic, where it had been sunk after the German surrend

FLOTILLA OF ANGLERS IN A HISTORIC BAY OFF JAPAN : A mass of small craft lies on the water near the shore of Yumenoshima Island, in Tokyo Bay. This is always a popular area for anglers fishing for goby, and in spite of bad weather they have flocked to the fishing-ground in their usual thousands during the current season. Tokyo, or Yedo, Bay is historically famous for being the scene of the unconditional surrender by the Japanese to the Americans in U.S.S. *Missouri* in September 1945.

RESCUE OPERATION IN THE PHILIPPINES : The picture was taken by a member of the crew from the Danish freighter *Nordvest* as his ship engaged in a rescue in the San Bernardo Strait, in the Philippine Islands. Clinging to the mast and ropes or standing on the almost submerged raft of their motorised outrigger are some of a party of men and women who had met with disaster. Their craft had become unmanageable and already settled low in stormy waters when *Nordvest* arrived to save them.

STRANDED AFTER A FOG ON THE FARTHEST COAST OF SOUTH-WEST ENGLAND : The fishing vessel *Nazarene*, from St. Ives, is aground on the shore at Porthcurno, near Land's End, in Cornwall. The vessel had run into heavy fog, and mist still shrouds the surrounding cliffs. *Nazarene* was on a fishing voyage and had already a catch of about 120 lb. of pilchards aboard when she lost her bearings and found herself beached. The skipper and his crew made their way to a nearby coastguard station.

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Eel Fishing on the Adriatic

'V' Traps in the Canal Through the Marshes Near Chioggia

Chioggia, which is 15½ miles south of Venice, is the principal fishing port of Italy. From its various canals and rivers much trade is carried on with the hinterland. The town is picturesque with its long stretches of beach and is a favourite spot for artists and for tourists. The fishing around the port is not confined to salt water. There is also a considerable amount of eel-fishing in the marshy flat "valley" running from Chioggia to the ancient remains of the city of Torcello and passing through the Venice lagoon. Torcello once had 20,000 inhabitants, but its downfall was brought by malaria and rivalry with Venice.

This valley contains several lakes amid its swamps and its muddy bottom attracts vast quantities of eels and other small fish. To catch them, fishermen set up barricades of reed canes with nets strung between them in the main canal, which runs for a considerable distance through the desolate and poverty-stricken area.

The fishermen and their families in this region lead a very arduous life. Very often their most profitable fishing is done in the rain; and night is considered the best time to work. Although the fish are very numerous they only fetch a small price. The fisherfolk chiefly live in small islands remote from inhabited areas. Almost everywhere drinking water is unobtainable and has to be brought by vendors in boats. However, the most unpleasant feature of their existence is the continual fear of floods. Many of the inhabitants leave their homes each winter, when the water-level rises, and find temporary refuge elsewhere.

The eels, which are chiefly born in the Sargasso Sea, off the coast of America, return to rivers all over Europe and the rest of the world. There they live in ponds or streams, often for several years, before returning to the ocean to spawn their young, who eventually follow the same migrations. Like other fishermen elsewhere, the Italians of the Chioggia "valley" catch the eels towards the end of their life cycle, on their migration to the sea to spawn.

The port of Chioggia itself has always been linked to Venice. In 1379 it was the scene of a naval battle between the Venetian and Genoese fleets. The town itself was destroyed but the Venetians bottled up the Genoese in the harbour, and the subsequent surrender of the latter's fleet marked the end of the struggle between the two maritime cities.

A DAM TO CATCH EELS ACROSS A CANAL ON THE ADRIATIC COAST: The curious V-shaped trap has been erected in one of the canals in the "valley" of Chioggia, to the south of Venice. Nets are hung on the canes and by this device eels and other fish are caught in considerable quantities. However, the catches do not fetch a high price on the market.

HAULING IN A NET: Much of the fishermen's work is done at night when they catch the eels beginning to return to the Sargasso Sea, in the Caribbean.

BUYING DRINKING WATER: A fisherman, who lives with his family in this house, buys water from an itinerant vendor. Very few of the inhabitants of this marsh area have drinking water piped to their homes.

LAYING A NET: A man works in front of his home. During winter, many inhabitants of the marshy "valley" have to abandon their homes and seek refuge elsewhere because of heavy rains. There are frequent floods and dwellings in the marshes are always liable to be inundated.

THE CATCH: The eels are tipped out of a long, round net into a wicker basket. The Chioggia "valley," where eels abound, stretches from the port of Chioggia, through the Venice lagoon, to ancient Torcello.

Scenes in Syria

A Gathering of Lawyers; A Soviet Visitor at a Military Parade

In the opening debate on international affairs at the United Nations General Assembly there was scarcely a speaker who did not refer at some length to Syria. Because the country has become the focus of world attention, every incident there is subject to special scrutiny and examined for latent implications. There is no doubt at all that the meetings in Damascus last week between President Kuwatly, King Saud and the Iraqi Premier were of great importance. Coming to lower levels, it may be asked whether there was any unusual significance in the Congress of Arab Lawyers in Damascus at the same time? Since the conference had been arranged well in advance, to coincide with the International Trade Fair in the capital, the deliberations probably did concern themselves mainly with the law, although a protest against U.S. Middle East policy was sent to the United Nations.

At the passing-out parade of cadets at the Military Academy at Homs, one visitor attracted special attention. This was the Russian Admiral Kotov, who had brought a Soviet squadron on a visit to Latakia. Of course, there was no reason at all why warships of the Red Fleet should not pay a normal courtesy visit to a Syrian port. But in view of the large Russian supplies of war materials to Syria, many people wondered whether Russian arms were not a main topic of discussion at Homs between Admiral Kotov and the Syrian political and military leaders.

THE OPENING OF THE CONGRESS OF ARAB LAWYERS IN DAMASCUS: President Kuwatly, of Syria, addresses delegates from Arab countries as he declares the Congress open in the Syrian capital. The conference was held during the International Fair which finished last week.

HEAD OF STATE AND CHIEF OF STAFF: President Kuwatly talks with Major-General Afif Bizri, the Chief of Staff, during the graduation parade at Homs Academy. The C.O.S. was appointed to his post last August.

PASSING-OUT PARADE AT THE SYRIAN MILITARY ACADEMY: Cadets in white tunics and plumed shakos march to the ceremony of the graduation as officers at the Academy at Homs.

AN IMPORTANT GUEST AT A SYRIAN MILITARY CEREMONY: Admiral Kotov, of the Soviet Union, watches a priest and a guest in national uniform arrive in the V.I.P. seats. The Admiral commanded the Soviet Squadron visiting Syria at the time. *On left*—The Premier, Sabri Assali, sits with the Admiral.

Constant Traffic on the Saltings

In October there is a Constant Coming and Going Around the Coasts as the Great Armies of Waders move Farther South

By BRIAN VESEY-FITZGERALD

THE autumn migration has been under way for some time, of course. Many—indeed, most—of our summer visitors have already left us (they began to go back in August) and many of our winter visitors have already arrived, though they are not yet well-established.

We see—or, at any rate, we are made aware of—the arrival of our summer visitors, for there is song where lately there was no song. And, in any case, it is now the accepted practice for bird-lovers to note the first sight or the first song of a summer visitor. Departure is another matter. We notice the gathering of the swallows on the telegraph wires, and we know this is a sign of autumn. We see one or two practice flights, and then they are gone. "The swallows have gone," we say, a note of regret in our voices. And the next day there are some more on the wires, some more hawking over the meadows, swooping low over the lawn. But that is really all we see of the departure of our nesting birds. Who has seen the cuckoo leave? Or the nightingale or the red-backed shrike? We do not see them go: we just know one day that they have gone. And it is the same with the arrival of our winter visitors. We do not see them come: we are aware one day that they have come.

But around our coasts at this time of year you really can see migration in all its majesty. The wading-birds, the ducks and the geese are moving from their summer breeding-grounds in the far north, and they move down the coasts and along some of the river valleys. With them, as with the swallows, it is movement by stages: they rest and feed as they go along. So you may see the most unusual birds at the sewage farms and reservoirs, even when they are on the outskirts of huge built-up areas such as London. I have seen some real rarities at Staines, and that sea-going goose, the Brent, at Frensham. But it is on the saltings and mud-flats that you may see the geese and the great armies of waders: knot, sanderling, dunlin, redshank, curlew, oyster-catcher, dotterel, turnstone, and so on. The geese come only to favoured spots, but the ducks and the waders are more catholic in their tastes, and these you may see on suitable stretches almost anywhere around our coasts.

Some, no doubt, are on their way to the far south—the knot, for example, has a great reputation as a traveller—but many of them will pass the cold season on our coasts or, perhaps, just across the Channel. So much has been written about the enormous distances that waders (and some of the terns) will cover outside the breeding season, that many people believe that all of them undertake these huge journeys twice a year. Thus many people believe that the knot, nesting north of the Arctic Circle, winters in South Africa, making that journey twice every year. A few of them may: but it would be wildly inaccurate to suggest that every adult knot does so every year. On the shore you cannot, of course, tell which birds are on their way farther south and which are going to spend the whole winter drifting back and forth along one stretch of coast. It does not matter, anyway. It is sufficient to watch them.

And watching them one notices all sorts of family characteristics. Geese—one cannot help coming to the conclusion—are rather cantankerous birds. There always seems to be some sort of squabble going on in a flock of geese. And I am sure that it is this that makes them so wary on the ground. It is rare, indeed, to find every member of a flock of geese grazing at the same time. I do not believe that there is any conscious posting of sentinels. What happens, I am sure, is that one goose has just had a passage-at-arms with another, or is considering telling another just what she thinks of her and her table manners. Her head is up—and that, so far as the watcher is concerned, is that.

And it is the same with the waders. Each has its own characteristics. The redshank, for example, is just a bundle of nerves, only too ready to raise the alarm on the slightest provocation or without provocation at all. But the odd thing about the redshank is that, although so ready to take fright, it rarely bothers to fly very far from the danger, real or supposed. The curlew, on the other hand, a much more phlegmatic creature, is disinclined to take one step further than necessary. But, if really alarmed, it will raise the heavens and then set about putting as much distance as possible between itself and the danger. The oyster-catcher—a bird with a very wary and knowing ruby eye and, as I think, a rather sardonic sense of humour—has an uncanny judgment of distance and seems to know within a foot or two the limits of danger. And then there are the great masses of waders who travel together and who never seem to squabble—the knots and the dunlins and the sanderlings.

These are the masters of flight. There is no need to worry over the endless problems of migration—no need to do anything but watch and marvel—for the massed flight of waders is a miracle of precision.

You may be watching a flock of knots, or a mixed flock of knots and dunlins, moving like a grey carpet over the sand. Suddenly they are on the wing. They rise as one and, once on the wing, they fly as one, turning and twisting and wheeling with the disciplined unanimity of Guardsmen on parade. Now grey, now flashing white as they wheel, now dipping low over the waves, now soaring, to come fluttering down like autumn leaves, the whole flock of maybe hundreds, maybe thousands, of birds perform every manœuvre as one, with never a bird out of step. And when they are down again, each bird will raise its wings above its back and hold them poised so for a second, the most graceful gesture in Nature.

The massed flight of the waders has aroused the admiration and the curiosity of naturalists almost since bird-watching began. How is it done? What controls it? There does not appear to be a leader. Indeed, close observation indicates pretty definitely that there is no leader, that the bird in the van is always changing. Selous, one of the greatest of our field naturalists, favoured telepathy or thought-transference as the solution to the problem. Others have postulated a "flock-mentality," which is, perhaps, the same thing in other words. Still others have advanced theories about slipstreams and so forth.

The old belief, before Selous advanced his telepathic solution, was that it was all a matter of eyesight: astonishing eyesight, it is true, but eyesight, nevertheless.

AUTUMN MIGRATION AROUND BRITAIN'S COASTS: Dunlin are feeding at the edge of the tide. *On left*—Oyster-catchers rest on a rocky ledge at high tide.

The simplest solution is often the best, and now the wheel has turned full circle and the leading ornithologists, I understand, maintain that it is all a matter of eyesight: eyesight so quick that the birds are able to follow almost instantaneously (actually instantaneously to our slower sight) the movements of their fellows. In other words, the flight is really a follow-my-leader movement conducted at such a pace and with such precision that it defeats the human eye. If this is so—and I think it is much more likely than any of the more involved theories—it would mean, of course, that these waders have not only the most marvellously quick eyesight (and we all know that birds have wonderful eyesight) but also a split-second working of the muscle-co-ordination cells in the brain. There is, in fact, a good deal more in the tiny sanderling than meets the eye. Personally, I do not worry about theories. I do not think that I really want to know for certain how they do it. I am content to watch and to marvel. We spend so much time nowadays "finding out" that we tend to lose the sense of wonder.

More than any other type of scenery, except perhaps mountains, the saltings can grip you so strongly that once you have known them you are always longing to be back on them. Even without the birds, in the deserted days of midsummer, there is the fascination of a low, wide horizon, the distant murmur of the tide lapping the shore, and the salty tang in the air.

But they are never so fascinating as now in October, and they are never so busy. There is now a constant traffic, a constant coming and going. And there is always the possibility that something really unusual may turn up, and so one is keyed up and very much on the alert. The really unusual will not turn up, of course—or maybe just once in a lifetime of watching—but what does that matter? There is an invigorating nip in the autumn air, and added to the music of the sea there is the wild music of the geese or, perhaps, the even wilder music of whooper swans. And always there is the massed miracle of waders in flight.

A Carrier on Exercise

The U.S.S. "Saratoga" in the North Atlantic During "Operation Strikeback"

AN AMERICAN AIRCRAFT-CARRIER IN THE NATO EXERCISE: The *Saratoga* refuels the U.S. destroyer *Decatur* in the North Atlantic during "Operation Strikeback." *On right*—The wheels of a Demon F3H turbojet aircraft are down as she prepares to land on the deck of the *Saratoga*. *Below*—A helicopter hovers above the flight-deck of the *Saratoga*, on which numbers of planes, with their wings folded back, are assembled. Last week anti-submarine patrols—a salient feature of the exercise—were suspended while ships and aircraft searched Arctic waters for the crews of four U.S. aircraft which were missing after two mid-air collisions. It was reported that the bodies of two airmen had been recovered from the sea. Two of the aeroplanes which crashed were Skyrays from the U.S.S. *Saratoga*. The other two planes were S2F anti-submarine trackers from the U.S. aircraft-carrier *Essex*. Ten men were lost from the four planes. More than 100 ships and nearly 700 aircraft of several NATO nations took part in "Operation Strikeback."

PILGRIMS KNEEL BEFORE A REPLICA OF OUR LADY OF CZESTOCHOWA: They are some of the many thousands who pour into the town in Poland all the year round worship at one of the most famous of the country's national shrines. Since the advent to power of Mr. Gomulka a year ago, the Poles have been granted a far measure of religious freedom than under their previous Communist Governments. "The Czestochowa Virgin" is a painting which has been venerated for many centu

Czestochowa is probably the chief religious shrine in Poland. In the monastery is an ornate painting on wood of the Virgin and Child, both wearing crowns. How it came into Poland is a matter of conjecture. Long before the fourteenth century it was in the Ruthenian Castle of Belz. This fortress was frequently attacked by the Tartars, so, in 1382, King Ludwik of Poland gave the picture to Prince Wladyslaw Opolski to transfer it to a place of greater safety. The Prince took it to a community of monks at Czestochowa, who built a fine monastery and church, housing the painting in the latter. Soon Our Lady of Czestochowa had attained a wide reputation for working miracles.

In 1430 it was restored after thieves had mutilated it in an attempt to steal it, and the Royal emblems of the then Queen, Jadwiga, added to the Virgin's veil. Some two and a quarter centuries later Czestochowa was besieged by the Swedes and, according to Polish belief, relieved through miraculous intervention. As a result of this, in 1656 the King, Jan Kasimierz, proclaimed Our Lady of Czestochowa to be Queen of Poland for all time.

It is, therefore, not difficult to understand the great importance attached to the shrine by the people of Poland. Post-war Communism has never succeeded in keeping the pilgrims away from Czestochowa. In September 1946 for the Feast of the Nativity of the Blessed Virgin 1,500,000 arrived there, the bulk of them having made the journey on foot because the Communist Government had refused to allow special transport facilities to be provided. Last year, for the 300th anniversary of the Proclamation of the Queen of Pol the surroundings of the church were again den packed. This was a month before the start of Gomulka regime. Since then all reports indicate easing by the Communists of efforts to restrict relig Cardinal Stefan Wyszynski, the Primate, has been relea from prison and last month he was present for ano enormous gathering of pilgrims at Czestochowa. vast majority of them were women, for it was Feast of Mothers. It seems that the Commun are prepared to tolerate religion in Poland, for simple reason that they realise it is impossible suppress the burning faith of the people. How Marxism is replacing Christianity as the creed of younger generation can only be ascertained in the ful

Religion Returns to Poland

Dense Crowds of Pilgrims at the Monastery of Our Lady of Czestochowa

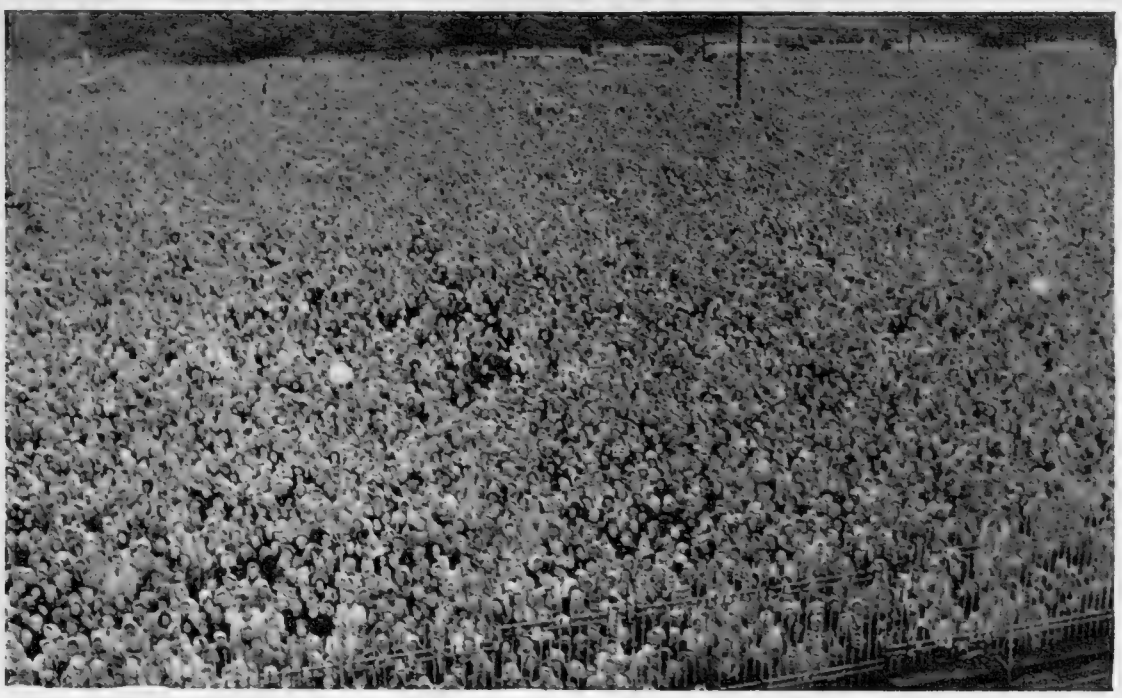
On left—

THE PRIMATE OF POLAND AT AN OPEN-AIR MASS: Cardinal Wyszynski, the Archbishop of Warsaw and Gniezno, sits enthroned during the celebration of a Mass in the open air at Czestochowa. The picture was taken last month during the Feast of Mothers, to which hundreds of thousands of women flocked from all over Poland. Archbishop Wyszynski was arrested and imprisoned by the Polish Government in 1953. He was released last year when Mr. Gomulka, who had also been in prison (but for deviation as a Communist), became political leader of the country.

Below—

ABSOLUTION: The priest holds up his stole to give absolution to a penitent kneeling at a confessional in the open air. Other penitents wait their turn to confess. This most solemn—and unique—picture is evidence of the extemporisation which has to be accepted by the priests at Czestochowa when, as last month, they are faced with an enormous influx of pilgrims. Even in the worst years of Communist oppression, the shrine has always been packed with the devout for the more important festivals of their Church.

GUARDS AT THE SHRINE: They stand outside the Monastery which houses the picture of the Virgin. The guards, drawn from all classes of Polish life, are eager to undertake this duty.



On left—

A DENSELY-PACKED CONGREGATION: Almost all seen here are women, pilgrims to Czestochowa for the Feast of Mothers last month, worshipping at an open-air Mass. However, it should be added that over a year ago, before the institution of the Gomulka regime, pictures of equally packed congregations of hundreds of thousands were taken at the Shrine of Our Lady. Therefore it seems clear that in easing the restrictions upon the Church in Poland, Mr. Gomulka and his Government were doing no more than openly admit that the faith of their fellow-countrymen is so profound as to be unquenchable.

Bayonets at Little Rock

The U.S. Army Enforces Racial Integration in the High School

Once hopes of a compromise between President Eisenhower and Governor Faubus had faded, it was clear that the dispute over racial integration at the Central High School in Little Rock, Arkansas, had entered a new phase. The question of whether the President was really going to enforce the Federal Law was quickly answered when it was announced that a large detachment of the 101st Airborne Division was being sent to the town in Arkansas. The day following their arrival there was one of the most dramatic in the history of the Southern States. A long line of fully-armed paratroopers stood in front of the High School, and virtually isolated it from the outside. About half an hour after the white pupils had begun their classes, an Army command station-wagon, escorted by two car-loads of troops, drove at high speed up to the entrance. From it emerged nine Negro pupils. The end of racial segregation, as ordered by the Supreme Court, had come to Little Rock.

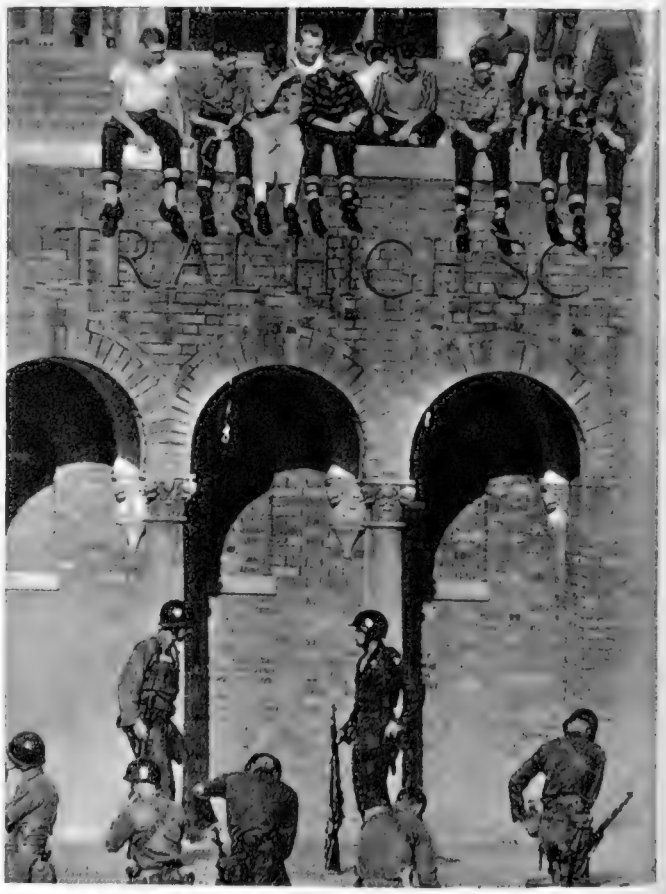
On the next day it was noticeable that the Negroes arrived in an atmosphere of far less tension. From all accounts the remaining white pupils were glad to welcome them (about one-third of the white children had been withdrawn). But the whole situation in the South remained highly explosive. There was not only the racial question, in itself critical enough. There was also the intervention by the Federal Authority over-ruling a State Government by a display of force.

THE FLASH OF STEEL IN THE CENTRE OF THE RACIAL DISPUTE IN ARKANSAS: Federal soldiers point their bayonets at teenage girls in Little Rock as they are moved on to a pavement near the Central High School. Two of the girls seem amused.

FULLY-ARMED TO KEEP THE PEACE IN LITTLE ROCK: Paratroopers of the 101st Airborne Division, one of the toughest units in the American Army, line the street in front of the Central High School. All the men wore full combat equipment to deal with any outbreaks of anti-integration violence.

A NEGRO PUPIL: Elizabeth Eckford stands by a teacher. This picture was taken before the arrival of the troops and Elizabeth was withdrawn from the school after a few hours. But once the Federal Army was in Little Rock, the Negroes went back to the school with a strong military escort and joined their classes.

THE ARMY MOVES IN BY NIGHT: Citizens of Little Rock watch lines of men and loaded vehicles waiting to take up positions in the town. With a strong armed guard round the school, nine Negro children were taken into the building without any incidents on successive days last week.



AT THE SCHOOL ENTRANCE: White pupils sit on a parapet and look down on the troops below them. Most of the white pupils were reported to be fully prepared to welcome the Negroes.

MADAME LEHMANN INSTRUCTS ONE OF HER "MASTER CLASSES" AT THE WIGMORE HALL, IN LONDON: The scene is the final trio of *Der Rosenkavalier*, in which the great singer is demonstrating the role of the Marschallin. The "Master Classes" are public performances and the students who receive instruction have been chosen by a panel of experts appointed by the Opera School. This unique season by one of the most famous prima donnas of the century continues until October 19.

LESSONS FROM LOTTE LEHMANN

The Famous Opera Singer Demonstrates the Secrets of her Art in London

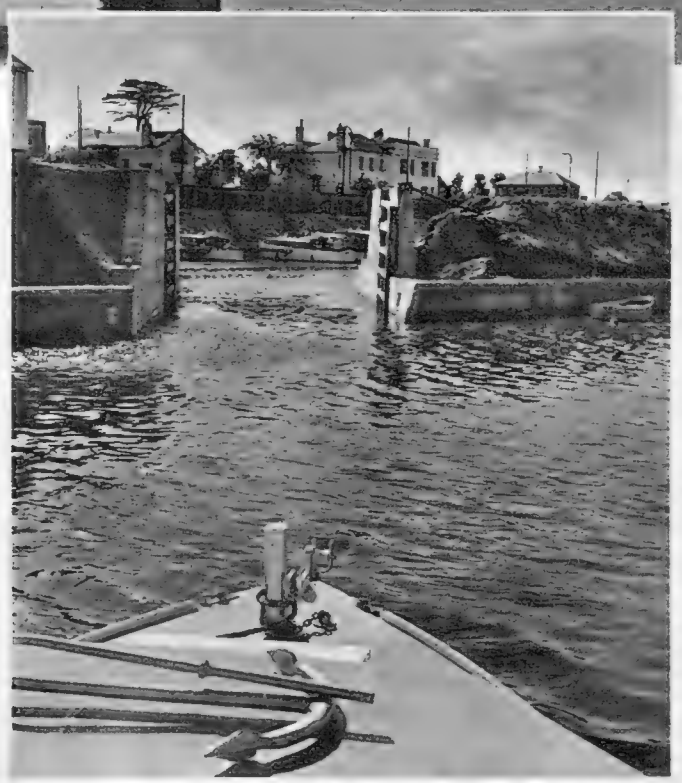
For the older generations of opera-goers, Lotte Lehmann is a never-to-be-forgotten name. Few have rivalled her as Eva in *The Mastersingers*, Sieglinde in the *Valkyrie* or Leonora in *Fidelio*. Born in 1888 in Germany, she first established her reputation there. Soon she was acclaimed in other European capitals, including London, and eventually she became Prima of the Metropolitan Opera of New York.

To-day she lives in California. Each year she gives classes in her locality for the purpose of passing on the dramatic essentials of the art of the opera singer. By a most original move on the part of the Opera School and the agents, Messrs. Ibbs and Tillett, Madame Lehmann has been invited to London to give a season of the same sort of instruction at the Wigmore Hall.

At this series of what are aptly called "Master Classes," lasting until October 19, the public are privileged spectators and, need it be said, the students who appear on the stage are even more privileged. They have been carefully selected from all over the country. Tenors and basses as well as sopranos and contraltos receive the wisdom of Madame Lehmann's profound experience.

She is not concerned with the mechanics of voice production, for, as she said on the opening night, she can now sing only through the voices of others. She deals with interpretation and dramatic presentation and only incidentally with tone quality. In other words, she shows the younger generation that opera is not merely a matter of singing: its success depends also on gesture, on acting and on translating the emotions inherent in the music.

She re-creates a character or a situation for the pupils. On the first night of the "Master Classes" she also, for a fleeting instance, re-created herself, giving a "croak" which was an octave below the true pitch but which still carried in its intonations the genius of her immortal voice.



A BOATING HARBOUR ON THE THAMES: A dinghy moves down the centre of the newly-built harbour at Thames Ditton, Surbiton, in Surrey, on the outskirts of London. The "Thames Ditton Marina" is in disused Metropolitan Water Board basins, which at one time contained water-purifying beds.

On left—
APPROACHING THE FLOOD-GATES: The gates of the "Thames Ditton Marina" stand open as a yacht approaches. When the water-level of the Thames is very high the gates can be closed to protect boats sheltering inside the harbour.

On right—
MOVING INTO THE RIVER: The motor cruiser *Sans Souci II* makes her way through the flood-gates and prepares to enter the main river. The harbour holds ninety boats.

THE MAN BEHIND THE PROJECT: Mr. John Pearce, who, during the war, conceived the idea of a boat harbour at Thames Ditton, stands at the wheel of a small boat.

TYING-UP A CABIN CRUISER: *La Petite Souris* is moored at her berth by a yachtswoman. The designer of "Thames Ditton Marina" intends to encourage owners of boats to carry out their own repairs and maintenance.

A COMFORTABLE BERTH: The yacht on the left is given a helping hand into her mooring. The harbour will have a uniform depth of 7-ft. and can provide shelter for about ninety small craft during the winter season.

A River Harbour in Surbiton

Ninety Craft can Moor for Repairs or Shelter at Thames Ditton, in Surrey

During the war, Mr. John Pearce, a company director, conceived the idea of making a sheltered anchorage for small boats in two disused basins of the Metropolitan Water Board at Thames Ditton, in Surbiton, Surrey. However, it was not until quite recently that he began the conversion into a harbour of these old water-purifying beds by the River Thames. It took between twenty and thirty men about five months to remove the sand and gravel from them and to cut an entry into the river wall, so that boats could moor there. When it is completed, the project, the cost of which is estimated at around £7,000, should be able to provide anchorage for over ninety craft. It is intended to provide fuelling and repair facilities. Additionally, a yacht club and restaurant with a bar, a ship's chandler's store and other essential and luxury services are due to be built at a later stage.

The harbour, which Mr. Pearce has called the "Thames Ditton Marina," leads directly into the Thames through its flood-gates. During high tides or floods these should protect the boats anchored there. The land has been leased for twenty-one years and owners of boats are expected to take mooring-space for at least six or twelve months at a time. Week-end yachtsmen will be able to use the harbour for its repair and refuelling facilities and as an anchorage if there is any mooring-space available.

This new venture is on a fine stretch of the river and is conveniently situated near transport facilities—buses, fast trains and coaches. Additionally, there is a car-park for several hundred vehicles adjacent to the "Marina." The contractors were Messrs. Aubrey Watson, of London. Mr. Pearce stated that the harbour is the only one of its kind in Great Britain. He added that the term "Marina" does not, strictly speaking, mean harbour, but that similar mooring-places for small boats are very popular in the United States and that he derived the name from that country. He is running it as a commercial venture. Mr. Pearce is in favour of the "do-it-yourself" trend and is providing slipways where amateur sailors can look after the maintenance of their own boats. The harbour was opened in the middle of last month and should be completed by about the end of November of this year. It can be used by yachtsmen wishing to lay-up their craft for the months of winter. The largest boat to make use of the facilities offered by the "Thames Ditton Marina" is a 73-ft. motor yacht with a draught of 5 ft. 6 ins. It is the property of the Peruvian Ambassador.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

British Ore for the British Steel Industry

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

THE late Richard Rapier Stokes, who died this summer, was a businessman first and a politician second : even when he was most earnestly applying himself to the problems of Labour policy, the inherent cheerfulness of the managing director of Ransomes and Rapier Ltd. kept breaking in. Interviewed some years ago, when he was Minister of Works, he found it difficult to keep his mind upon the problems of that (admittedly rather dreary) office. He was full of the prowess of the vast new W.1400 excavator which his company had just built for Stewarts and Lloyd's iron-ore workings in Northamptonshire. It was, he told his visitor, one of the largest machines in the world, with an unexcelled grasp and reach. "Why," he said, "I could sit in the courtyard of Charing Cross Station and pick Nelson off his column." He paused, enraptured with his own metaphor. "I could, too," he added at length. "After all, I 'm the Minister of Works."

That massive W.1400 dragline, as big as a good-sized house, with a Bailey bridge canted up off the front of it, is still working at Prior's Hall Quarry, near Corby, biting off 20 cubic yards of earth and rock "overburden" to uncover the layers of ironstone beneath, and "walking" on two prodigious steel-shod feet, each 48 ft. long, when its operators need to move the whole operation along the vast "strip mine." Its boom is 282 ft. long : it swings its burden up and round like some monstrous new "ride" at a fair, clearing the way for smaller excavators and dump trucks to claw out and haul away the ore for Corby's hungry blast furnaces.

This summer the other great British iron and steel company which uses a really large proportion of British iron ore, United Steel, had a W.1400 delivered to it. This one has gone to work at Exton Park, in the county of Rutland. Stewarts and Lloyds has two more of them—they cost about £750,000 apiece—on order, and has considered the possibility of using even larger machines, if these can be designed for efficient operation. United Steel may buy another W.1400 later. Weighing 1,600 tons each, these offer the most tangible proof anyone could require that open-cast mining of iron ore in Britain is becoming an increasingly arduous operation—requiring "earth-moving equipment" of capacities never considered, say, twenty years ago. The nature of this operation, and the resources that further iron and steel development based upon it will require, indeed form one of the major unresolved problems of British steel development—an issue upon which there are conflicting opinions in the industry's central councils.

Traditionally, of course, like any other major iron and steel industry, Britain's was founded upon rich iron ore—in fortunate concurrence with our vast reserves of coal. Ore deposits, through the centuries, largely determined the location of the country's smelting centres. But to-day much of the ore is gone ; a year or so ago, for example, Dorman Long closed down the last ore mines in the Cleveland hills that roll down upon Tees-side. The ore that is still worked in Britain to-day is what ironmasters call "lean"—containing much less iron than the ironstone worked in early years. To a growing extent, since the last half of the nineteenth century, Britain has become dependent upon importing iron ore from abroad—first from Spain and, with the years, steadily further afield. Last year, out of just over 29,000,000 tons of ore, British steelworks used about 13,000,000 tons of foreign ore ; but because this had an average iron content of some 55 per cent. against the 20 to 30 per cent. of iron in the British ores, one may say that about three-fifths of Britain's iron was smelted from foreign ore.

Naturally, it costs far more to bring iron ore thousands of miles across the world than to dig it out of one's own backyard, even allowing for the fact that there is much more iron to be got out of the foreign ore. But there are many other considerations besides iron content and landed cost in the selection of ores for making iron. There is the chemical composition of the ore—the extent to which it is associated with sulphur, phosphorus, silica, and other minerals that make it hard and costly to refine, and even largely determine the nature of the steel which can finally be made from it. There is the physical condition of the ore, which will affect its handling in the ironworks and the extent to which it requires special treatment before charging into the blast furnace. And, in addition, there is the amount of coke required to smelt it—particularly with British coal and coke prices rising as they are to-day.

"Lean" British ores may even affect the size of the capital required—even if they are smelted without using expensive "sintering plant" to calcine fine particles together, it will need a larger volume of ore, coke and limestone, in a larger blast furnace to turn out a given amount of iron than it would with rich foreign ores. All in all, while there is no doubt about the cheapness of British ores—at present—there is a good deal of doubt among British steelmakers about the practicability of basing new iron and steel plants upon home orefields. The Iron and Steel Board, the Government-appointed organisation that supervises the activities of the industry, thinks that more home ore should be used—and that one orefield at least, north of the Welland River between, say, Grantham and Corby, may well justify a new integrated steelworks. The steel companies themselves agree about using more British ore—but think that for several years ahead all that can be "won" should be used at existing works.

Whatever their final decision, it will not alter the vast effort that is currently being put into increasing extraction of home ore. Most of this extraction is still a matter of open-cast excavation on the surface, using heavy grabs and excavators which graduate up to the final massive W.1400 draglines. The operation is a huge and ugly one : excavators bite out and pile up the overburden of earth on top—in the case of the W.1400s as much as 100-ft. depth of it—remove the thick seams of ironstone, and then replace the overburden, usually in that odd, corrugated "hill-and-dale" formation, as yet insufficiently afforested with saplings, that one sees so often when driving through Lincolnshire and Northants.

IN THE IRON-ORE COUNTRY OF NORTHAMPTONSHIRE : The two pictures show the massive W.1400 Walking Dragline which is operated by Stewarts and Lloyds in one of their ironstone quarries near Corby. It weighs 1,600 tons, and in its working position the head of the jib is 175 ft. above the ground. The bucket, which weighs 22 tons, digs about 27 tons at a time.

But as one works out the shallower ores, it becomes necessary, if production is to be maintained in future, to go underground where the reserves lie at depths not even the W.1400 or its successors can attempt. In the Frodingham field, in South Lincolnshire, which supplies United Steel's Appleby-Frodingham plant, possibly the finest iron plant in the world, this company has already opened up two mines : it is developing others in Northants.

Going underground makes home-worked ore markedly less cheap. But a steel company is in business for a long time, and must plan the exploitation of its ore reserves many years ahead. During the next five years the British steel industry plans to increase its use of home ore by nearly half as much again—as well as carrying out an extensive programme of drilling and estimating the extent of reserves in the comparatively unexploited fields where Britain's next "home ore works" may eventually be built.

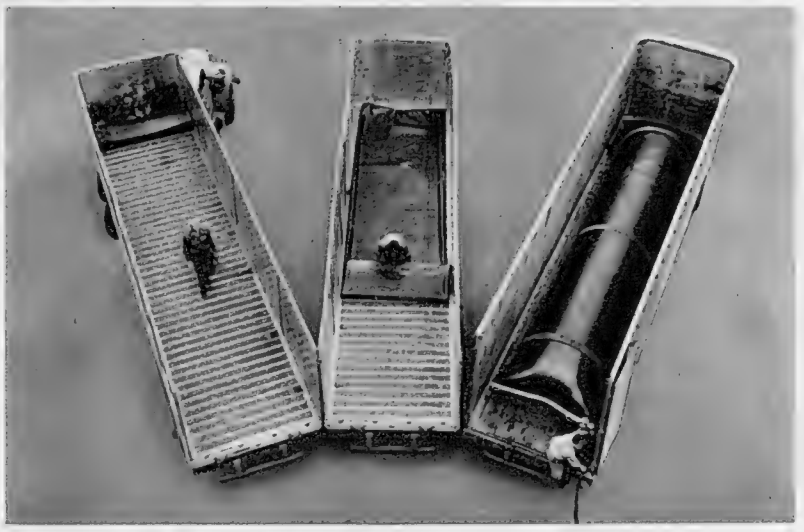
PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

A TRACTOR FOR MANY TASKS

The four big but odd-looking tyres give this 2,800-lb. American tractor an almost unlimited operating range. The low-pressure Goodyear "Terra" tyres enable the vehicle to negotiate rough and sloping terrain and to travel over snow, ice, mud, sand or wet surfaces. They conform with uneven surfaces and are capable of carrying the tractor over marshy land without bogging-down. The tractor, with a speed of 13 m.p.h., is being recommended for a number of tasks on the land. These include its use for highway construction projects, ranches and farms, oilfields, forestry and lumbering.

A HUGE MACHINE FOR CLEARING LAND

Seen at work at Longview, in Texas, is the Letourneau tree-crusher which, in ad to knocking the trees down, crushes the trunks and branches to splinters. tree-crusher is said to be capable of clearing forest land at a rate ranging from 4.2 acres per hour. There are two gigantic rollers, each of which is 20 ft. long they contain the powerful electric motors to drive the machine. It is controlled operator who works in the small cabin high above the ground towards the middle machine. The tree-crusher is a product of the R. G. Tourneau Co. Inc., of Long



A TRAILER FOR MANY CARGOES

In New York, a new trailer is capable of being converted from a hauler for dry cargo to a carrier for liquids. The container for the liquids is known as the Sealdtank and has been developed by the United States Rubber Company. In the picture *on the left* the conversion is shown in three stages. On the far side the deflated container is seen in position at the end of the trailer after the removal of all the dry cargo. In the centre the container is being unrolled, and on the right it is being filled through the inlet tube in the corner nearest to the operator.

THREE STAGES IN THE CONVERSION OF A TRAILER : With the aid of a giant rubber-fabric container, this trailer can be converted from a hauler for dry cargo to a carrier for liquids. The new container is believed to be one of the most significant advances in the handling of liquid cargo for more than fifty years.

On right—

THE CONTAINER IN ITS INFLATED STATE : It is filled through the fitting in the bottom right-hand corner. The container is capable of holding nearly 4,000 gallons.

On left—

A NEW MEANS OF STORING FORAGE

The plastic silos seen here were made in the United States. It is claimed that the silos, which are made of vinyl plastic, provide a means of storing good-quality silage at the lowest possible cost. One of the benefits of plastic silos is said to be that gas cannot penetrate them. Thus, if they are quickly sealed after they have been filled, mould-growth is prevented. They also limit respiration and rises in the temperature of the silage stored in them. Dry matter loss is held to a minimum and the retention of carotene (which is the equivalent of Vitamin A) and protein is preserved.

1ORE STEEL FROM SCOTLAND

A vast integrated iron and steel works, the Ravenscraig Works, at Motherwell, near lasgow, recently began production. Built for olvilles Ltd., it will have an estimated annual apacity of 400,000 tons ; and there is room for rther expansion. Colvilles are undertaking new evelopments which, it is thought, will cost around 32,000,000, and Ravenscraig will account for out two-thirds of this expenditure.

In Great Britain and abroad it has generally een found easier to develop existing installations ther than to build afresh. Ravenscraig is one f the few steelworks built on a new site since ie war. Work was started on the plant in the utumn of 1954. A blast furnace and three open-earth furnaces have been erected and prepara-ons are under way for two more blast furnaces nd up to five more steel furnaces. At present ie works are producing only crude steel, but, ter, rolling mills may also be constructed.

When the plant is in full production it will onsume around 12,000 tons of ore weekly. This ill be fed to it from a new unloading terminal Glasgow, at the rate of 1,000 tons an hour. he Ravenscraig Works have storage space for nough ore for six weeks' consumption. Approxi-ately one-third of Colvilles' output returns to ie Clyde, for the shipyards there. Other users f the steel are a number of American companies hich have settled in the Clyde Valley.

Colvilles themselves were chiefly responsible r the construction of the new works. A firm f specialists in the building of blast-furnaces, shmore Benson Pease, of Durham, gave ssistance. Some 3,000,000 cubic yards of earth ad to be moved to level the site. The works ave cost £5,000,000 more than was expected when ie original estimates were made, but £2,000,000 f this covers additions to the basic plans.

PLASTIC BODIES FOR SCOTTISH BUSES

Several motor-car manufacturers have been experimenting with plastic bodies for vehicles. This development has now been adopted by the Edinburgh City Corporation's Transport Department for their buses. The pictures *above* show work being carried out on this material in the Corporation's body shops. The use of plastics instead of metal on the bodies of buses should save both time and money. Mouldings of complicated shapes can easily be made in certain plastics and the material is also believed to be more durable than metals normally used for the purpose. Another advantage of plastic is that it is much lighter than the conventional materials ; a metal radiator grille for a standard double-deck bus weighs about 46 lb. The same type of grille moulded in plastic weighs only about 16 lb. If the plastic material used is dented it will spring back into shape ; metal panels retain the dent.

At the Edinburgh Corporation's transport body shop, wings, radiators, front and rear panels and roof domes—all the most vulnerable parts of buses—are turned out. The plastic is made by laying a fibreglass surface mat and fibreglass chopped straw mat on the mould. Polyester resin is then brushed and rolled into the fibreglass. The panels then harden before being removed from the mould. They are left to cure for a few days before being used.

FLOODS IN SHROPSHIRE: Water reaches almost to the keystone arches of the Crew Green Bridge over the Severn, near Melverley, in Shropshire. The cause of the flooding here and elsewhere in Britain was the tail-end of "Hurricane Carrie," which raged across the Atlantic from America, causing the disaster to the *Pamir*. At Worcester, nearer its estuary, the Severn was 12 ft. higher than its usual level and two roads were closed to traffic. The cricket ground and the racecourse were transformed into swamps. At Hereford, low-lying farmland was completely inundated when the Wye overflowed its banks. Farmers were warned over the radio to move their livestock to higher ground or to take cattle to safety behind embankments. In many places roads were blocked and cars had to be abandoned. Water was 3 ft. deep in houses and shops of the Herefordshire town of Eardisley. Farmers with tractors and cattle lorries ferried people to their homes through the flooded streets.

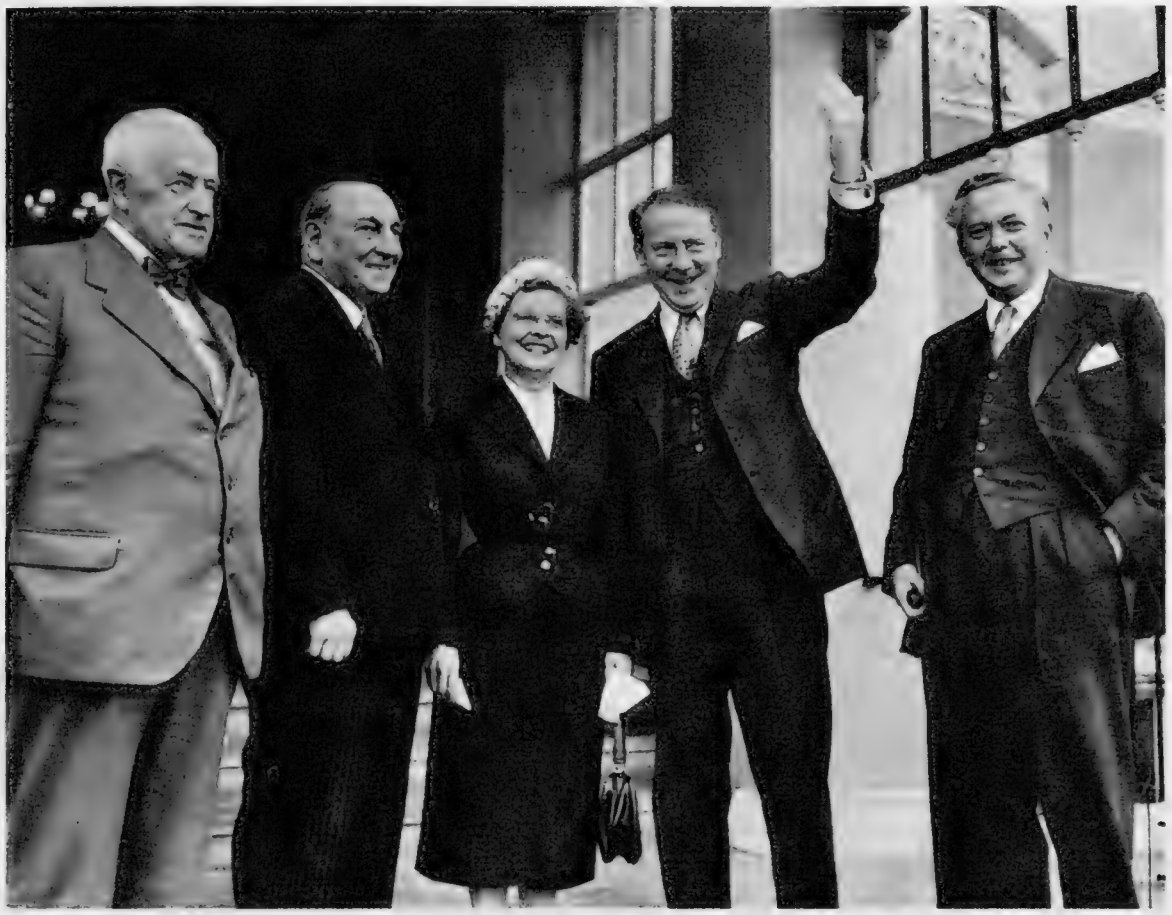
Floods and Storms

The Severn Overflows; a Welsh Village is Swamped; an Irish Lighthouse is Destroyed

THE SEVERN OVERFLOWS ITS BANKS: Farmland at Atcham, near Shrewsbury, in Shropshire, is seen under water as a result of the gales last week. Roads and railway lines were inundated in many parts of England, Wales and Ireland.

HEAVY SEAS CAPSIZE A LIGHTHOUSE: Huge waves, lashed by gales blowing at fifty miles an hour, beat against the Bray Lighthouse, in Co. Wicklow, Eire, about twelve miles south of Dublin. On the first night of the storm one of the concrete pillars supporting the lighthouse was undermined and a later high tide completely destroyed it.

BARRED AGAINST THE ELEMENTS: The windows and doors of the post office and general stores and those of a house adjoining it, in Amroth, Pembrokeshire, are firmly barricaded against floods, following the inundations of the night, when one half of the village was isolated from the other by water waist-deep.



Labour Party Annual Conference

Socialists Meet at Brighton

The fifty-sixth Annual Conference of the Labour Party opened at Brighton last Monday. It was due to end at about midday on Friday, October 4. During the Conference many political pundits suggested that the Party of the Left was in a good position to attack the Government very strongly indeed. A further widely-held opinion was that some of the traditionally Socialist measures—a notable one being nationalisation—were less strongly stressed than heretofore, for the purpose of attracting the electorate rather than fulfilling Left Wing doctrine. One of the most controversial measures discussed at the Conference was the policy of governmental acquisition of shares in key industries, instead of outright nationalisation.

Mr. Harold Wilson was among the delegates who deplored the present Government's raising of the Bank Rate. This economic move is considered by many Socialists to be an attack on the Trades Union movement, and, as such, it was firmly discountenanced. Another Conservative measure which was strongly condemned by many of the Trades Union delegates was the Rent Act. The Party Executive asked the Conference to accept the repeal of this Act as a part of Labour policy. Another measure put to the Conference by the National Executive of the Labour Party was that Labour should oppose the manufacture, use and testing of nuclear weapons more firmly than they have done to date.

LABOUR LEADERS AT BRIGHTON: Posing for a picture at the fifty-sixth Annual Labour Party Conference are, from left to right, Mr. E. G. Gooch, M.P., President of the National Union of Agricultural Workers; Mr. James Griffiths, Deputy Leader of the Labour Party; Miss Margaret Herbison, M.P., Chairman of this year's Conference; Mr. Hugh Gaitskell, the Labour Party Leader, and Mr. Harold Wilson, M.P., the "Shadow Chancellor."

On right—

TWO WELSH SOCIALISTS: Aneurin Bevan, M.P. (on left), and Morgan Phillips, the General Secretary of the Labour Party, stand in front of a hotel at Brighton during the conference. One of the Labour Party's chief policies, stated at the Conference, was the repeal of the recent Rent Act.

MR. GAITSKELL IN THE PULPIT: The congregation, among whom are several party delegates, looks on as the Labour Party Leader reads the second lesson during a service held at a Methodist church in Brighton last Sunday, the day before the conference opened. The first lesson was read by Mr. James Griffiths, Deputy Labour Party Leader.

A FIERY GESTURE: The controversial Member of Parliament for Reading, Mr. Ian Mikardo, raises his arms in a striking oratorical gesture as he denounces the Conservatives at a party rally on the eve of the Conference.

TWO WOMEN M.P.S AT THE CONFERENCE: Miss Alice Bacon (right) and Miss Margaret Herbison are seen chatting together. Miss Bacon moved the National Executive's resolution that the Rent Act should be repealed.

A WELL-KNOWN LIVERPOOL M.P.: Mrs. Bessie Braddock and Mr. Myles White walk to a meeting at Brighton. Mr. White is the party secretary for Mrs. Braddock's Parliamentary Division, which is Liverpool Exchange.

BUILDING A BOAT AT HOME

Some Suggestions for the Construction of Boats by Amateurs

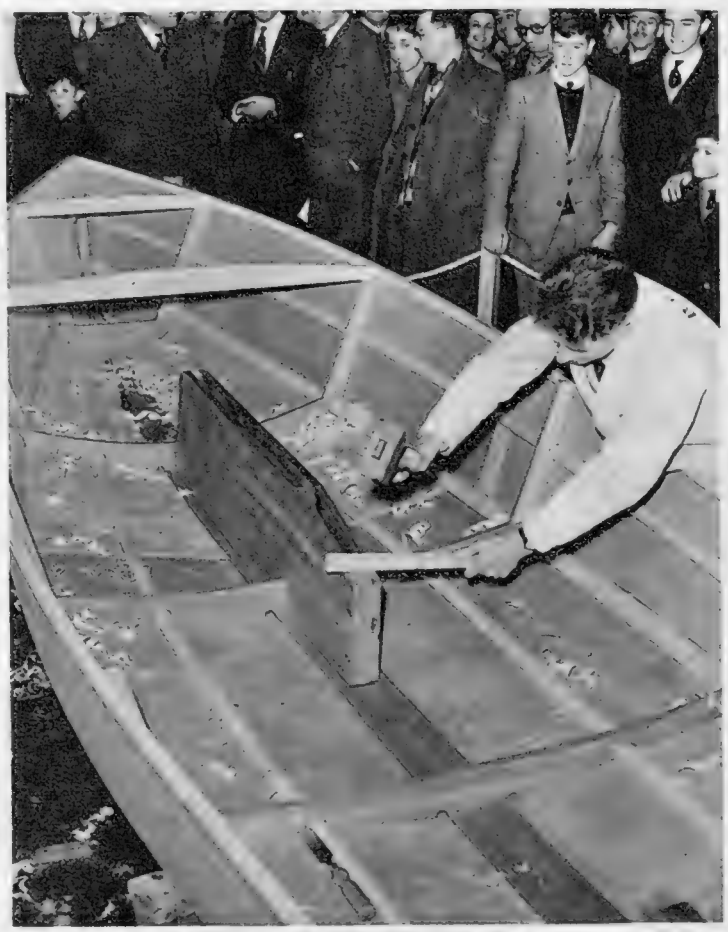
By GABOR DENES

ONE of the most important factors in the increasing popularity of sailing and boating generally is the availability of designs which have been specially developed to facilitate very simple construction. Fundamentally, boat-building is a highly-skilled craft, and the cost of the finished product—in the case of the orthodox types—contains a large amount of labour, putting the total well beyond the pockets of many people.

The development of synthetic resin glues, and their use in the manufacture of modern marine plywoods has led to the widespread use of these materials. The result is a number of new types of small craft with simple lines, where the only curves are those to which the frames, stringers and the plywood panels will bend naturally. The same synthetic glues are used in the construction, and the number of screwed fastenings is thus greatly reduced.

It is obvious that this kind of boat-building is comparatively simple and, provided that the parts are cut and finished with sufficient accuracy, the average handyman is quite capable of making a satisfactory job of it. For the not-so-handy, or those who wish to cut down on the man-hours required, complete kits are available in which all the parts are prefabricated.

Prefabrication in this case means that the parts are cut out and machined ready for assembly and final close fitting. Thus the amateur builder can take his choice between building his boat from "scratch," or from a prefabricated kit. While it is certain that the latter will save him a great deal of time, it is by no means equally certain that the former will save him money. The firms producing kits buy their timber in large quantities, and therefore much cheaper. They make the parts by mass-production methods, and therefore a complete kit need not cost much more than the timber bought retail for any one boat.



BOAT-BUILDING FOR THE AMATEUR CONSTRUCTOR: The centreboard is being fitted into a Y.W. 14-ft. General Purpose dinghy. This demonstration in the art of boat-building was given during the National Boat Show earlier this year, at which many firms exhibited designs and the types of kits available for the construction of boats by amateurs.

A 13-FT. OUTBOARD MOTOR LAUNCH: This is one of the many d of sailing and motor-boats for which the Bell Woodw Co., Ltd., of Leicester, are supplying the prefabricate

BACK-GARDEN BOATYARD: Mr. Benjamin Bird, a barge epair Loughton, Essex, with the aid of his wife, puts the final to to the four-berth motor-cruiser which he built in his g

Since the last war there have been many designs for boats suitable for amateur construction. The largest number of these are sailing dinghies, and several have become flourishing racing classes providing fine sport for many thousands of newcomers to sailing.

One of the earliest of these designs was the Cadet, designed by Jack Holt for the editor of *Yachting World* as the ideal sailing-boat for young people. It had to be cheap, and this was achieved by making the very simple construction from sets of parts easy enough for amateurs of school age. The result was a small, hard chine sailing dinghy with a minimum of gear and rigging, extremely safe and yet as lively and manœuvrable as a thoroughbred type.

In a few years the Cadet has become tremendously popular. Sail numbers run into four figures and the class has been established in many countries in Europe and overseas. In fact, it is about to be recognised as an international class. The principal event of the class in this country is the Cadet Week at Burnham-on-Crouch, where the great helmsmen of the future—and helmswomen, for that matter—have a week's keen racing. One cannot fail to be impressed by the skill and knowledge of these youngsters, who must be under eighteen years of age. Safety is assured by the rules which prescribe the use of life-jackets of a special kind, and all helmsmen and crews must be able to swim 50 yards in full sailing clothing and another 20 seconds under water similarly attired.

POPULAR SAILING DINGHIES: *On the left* is the Y.W. Cadet, which was designed by Jack Holt as the ideal s boat for young people, and *on the right* is the Y.W. Hornet. The latter has become a popular racing d with adults, providing fine sport for sailing enthusiasts. Sail numbers for the Cadet class run into four fi

More designs which have since become popular racing classes for adults soon followed, and among these perhaps the Hornets are most notable. Other types were designed as utility craft, such as the *Yachting World* 14-ft. General Purpose (G.P. for short) dinghy, and the Cartop, later renamed the Heron. But even these, as soon as they become popular, have formed racing classes, and to-day are recognised as such. Considerable fleets of them race in many waters under the burgees of a number of clubs, some inland, on rivers, lakes and reservoirs.

Apart from these and a number of other sailing dinghies, amateurs can build rowing dinghies, small run-abouts and launches for outboard or inboard motors, and for the more ambitious there are designs for the construction of cruising types, both sail and motor. The choice of design is very wide, and in most cases kits of parts can be bought if desired. Several firms are making these to-day, and kits for amateur building are dispatched to all parts of the world. The cheapness of these has also had the remarkable effect that it pays professional boat-builders to buy prefabricated parts from one of the firms making kits for amateur builders.

Another development which is helping the impecunious would-be boat-owners is the special process used by Fairey Marine Ltd. in the manufacture of several types of sailing dinghies, of which the most popular are the Firefly, the International 14-footer, the 505, the Swordfish and Albacore, and the much smaller Duckling and Gosling. They are built up from strips and layers of thin veneers which are glued together over a mould. To make the synthetic glues set, they are "cooked" under pressure in large ovens called autoclaves.

This hot-moulding process produces extremely strong and durable hulls for designs with round bilges (as opposed to the previously-mentioned other types which of n sity must be hard chine). In most cases the bare "sh are available to the amateur builder at about a of the price of the complete boat, or a complet may be purchased for the price of approxim four-fifths of that of the complete boat. But depends how much work the amateur wants to finish his boat.

These hot-moulded shells and kits add still furth the choice available to the amateur, and he can ch a boat which will suit his requirements regarding sailing qualities, size and suitability for trailing launching, according to where he or she wishes to The other two considerations are the cost, and the required for the job of building or completion. Li tions of space must also affect the choice, as not ever has a shed or other suitable building large enough building the boat of their choice. Boats have been by enthusiastic amateurs in garages, garden sheds, b

BEFORE THE RACE: At New Quay, in Cardiganshire, the Y.W. 14-ft. General Purpose dinghies prepare for racing. Although the G.P. was designed as a utility craft, it soon became popular for racing. To-day, fleets of these handy craft are racing in many places.

AT THIS YEAR'S NATIONAL BOAT SHOW: The 18 ft. 6 ins. long *Seagull* sloop, designed by Ian Proctor, was shown by the Bell Woodworking Co., Ltd. At the time of the show the kit for its construction at home cost £282 18s., or the vessel could be bought for £415. Sails are extra. This sloop has a retractable keel which provides good stability.

A COURSE IN BOAT-BUILDING: A general view at the Peckham Evening Institute during a course of boat-building for amateurs. The boat-building students are provided with the tools, but they have to supply their own materials.

On left—

ADVICE FROM THE INSTRUCTOR: Mr. Norman Fortune-Fowler (on the right) is helping Mr. H. Dixon to fit the deck on his Fleetwind sailing dinghy.

drawing-rooms and even upstairs bedrooms, while others have been successfully completed in back gardens.

Various organisations assist the amateur boat-builder. The Central Council of Physical Recreation, who do so much for the encouragement of sailing, generally run a conference each autumn before the "build-it-yourself" season begins. At these conferences many examples of amateur-built boats are shown. Experts and amateurs with building experience are in attendance and answer the many questions that arise. There are formal lectures also on subjects such as "Timber and Plywood in Boat-Building," the "Beginner's Guide to Glueing," "Boat-Building for Beginners," "Varnishing and Painting," and finally, "Any Questions?" are answered by well-known experts.

It was at the suggestion of the C.C.P.R. that the London County Council, through its Further Education Department, has established the first two courses in boat-building for amateurs at Kentish Town and Peckham Evening Institutes. In these classes students are provided with the space to build their craft as well as the tools; all they have to buy is their own materials. The classes are a great success, and there are long waiting-lists. No wonder. With the help of expert instructors, the merest beginner finds it comparatively easy to build his boat, and he can, if he wishes, work on it every night in addition to the once-weekly class with the instructor.

I was told by Mr. Norman Fortune-Fowler, the instructor at the Peckham Institute, that about half the students have no previous woodworking experience whatsoever. But he does not consider this to be a handicap. On the contrary, the inexperienced make better students as they are more willing to be guided. I also enquired about the cost of amateur boat-building and was told that a start can be made with a small rowing and sailing dinghy, for which all the material can be bought for £16. To make a complete hull with the spars, but without sails or rigging, about £40 is needed for the Fleetwind or Graduate class sailing dinghy, about £60 for the *Yachting World* 14-ft. G.P. boat, and £90 will buy all the material for the hull of the Rambler, a 17-ft. sailing craft with a small cabin. These figures apply when the materials are bought "in the raw," and they are naturally somewhat higher when they are in the form of prefabricated kits.

"Build it yourself" is not a passing phase in boat-building, but a healthy development which is backed by suppliers of materials, designers, and the makers of prefabricated parts. It enables many people to take to the water who could not afford to do so otherwise, and at the same time gives them great satisfaction and pleasure as well as a sense of achievement.

THE NEW NORTH-WEST PASSAGE: H.M.C.S. *Labrador*, the Canadian Arctic Pa ship, pushes through the ice of the Bellot Strait to negotiate the new west east route across the top of the North American continent. Last mo she led three U.S. Coast Guard cutters from Shepherd Bay to Baffin I

On September 6 this year, four vessels engaged in Military Sea Transport Service Arctic operations broke through a deep-water channel in the Be Strait to negotiate a new North-West Passage. They were the Canadian breaker *Labrador* and the U.S. Coast Guard vessels *Storis*, *Spar* and *Bram*

FORCING THE NEW NORTH-WEST PASSAG

A Canadian Ice-breaker and Three U.S. Coast Guard Vessels Negotiate the Bellot Strait in North Central Canada

STUCK IN THE ICE: The U.S. Coast Guard buoy tender *Spar* is ice-bound in Dolphin and Union Strait, south of Victoria Island. Her boom has been extended before weights were added and then shifted to rock the vessel free. At the time, *Spar*, *Storis* and *Bramble* were conducting survey work during the Arctic operations of the U.S. Navy's Military Sea Transportation Service.

OVER THE NEW NORTH-WEST PASSAGE: Crew members of the *Spar* use the methods of early Arctic explorers to keep their ship moving. The concrete blocks are used to rock the vessel or to pound the ice. *On right*—The commanding officer of *Spar* makes his way over the ice to inspect the hull of his ship.

MERICAN SHIPS BREAK THROUGH THE BELLOT STRAITS: The U.S. Coast Guard ice-breaker *Storis* is followed by the Coast Guard buoy tenders *Bramble* and *Spar* in the wake of H.M.C.S. *Labrador* during their epic voyage to establish a new North-West Passage, which will help maintain D.E.W. line bases.

ne only other ships to make their way through these waters in recent years ive been shallow-draught vessels. The object of the expedition was to find an ternative route for cargo ships supplying military bases in western and central anada, to maintain the D.E.W. line, the network of radar stations which stretches ross the Far North in a 3,000-mile arc. The western entrance to the Arctic is ocked for the greater part of the year by polar ice at Point Barrow, Alaska. ne new west-to-east route, from Shepherd Bay through the Gulf of Boothia to affin Bay, should be negotiable during about four months of the year. Buoys ere dropped to mark difficult stages of the route. The voyage was not undertaken ithout mishaps, and on several occasions lessons learnt from early Arctic explorers ere of value. The ships carried heavy concrete blocks, which could be attached the boom when extended to rock the ship clear of containing ice. (This had be employed on the *Spar* when she became ice-bound in Simpson Strait.) The ocks could also be used to pound the ice. On other occasions, men with lifelines tached to them were lowered over the side with axes.

The D.E.W. line outposts have previously been threatened by sudden changes weather, when they might become marooned for the winter. Now they have a ew emergency exit to the east, where the ice does not become impassable until later.

THE POWER OF ARCTIC ICE: The *Spar* is forced against the *Storis* (right) when locked in the ice of Amundsen Gulf. No serious damage was done but, when the vessels entered clear waters and inspection was possible, it was found that the ice had sheared off a blade of *Spar's* screw.

The World of Books

A LITERARY ACHIEVEMENT

Richard Church's Second Volume of Autobiography; A Don Describes Oxford; War on Land and Sea; Reporter in the Orient; A Fourteen-Year-Old Authoress

TO have a success, both of prestige and popularity, with a novel, a volume of autobiography, a history or a thriller is rare enough. To follow it up with a comparable book is not only rare: it is half-way impossible. This is not only because of the author's difficulties but because every reader of the first book is waiting for the second and, however generous and unbiased their intentions, they can scarcely help having a few reservations. There have been a few books which surmounted this critical barrier and a few more which nearly reached there. One of these is Mr. Richard Church's THE GOLDEN SOVEREIGN (Heinemann. 18s.), the second and, he assures us, the last of his autobiographical books.

The period it covers is from 1910 to 1920: the stages in his development, from a boy who had lost a great part of his love and security with his mother's death to a young man still passionately dedicated to poetry, earning his Civil Service living, marrying and discovering the wonder of his first child. No true poet, and that is the essence of Richard Church's life and reputation, has yet written poor prose. This fresh, intense, humorous book, as brilliantly illuminated by his talent as by a blaze of arc lights, is not only personal to the writer because of its subject, but because a poet, like a painter, is in the end the keenest self-analyst.

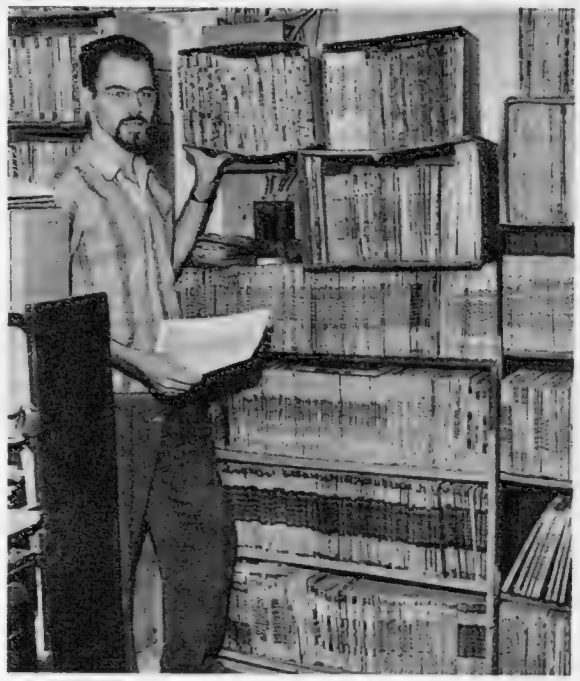
If you except *Zuleika Dobson*, Mr. Dacre Balsdon has written the best book about Oxford that I have ever read and, of course, *Zuleika* was a fantasy. OXFORD LIFE (Eyre and Spottiswoode. 25s.) has been designed with the praiseworthy object of telling the reader something more about the history and architecture of the place than he already knows and—this is the brilliant part—telling him about how the undergraduates and dons and the College servants live. I don't ever recall a book which did that before, and certainly not with the authority (Mr. Balsdon was an undergraduate in 1920 and has been a don there since 1926) or the delightful wit. Apart from the enormous quantity of information painlessly conveyed, there are some very funny passages in this volume, whether they concern the anxious American parents uneasy at the thought of "marl" tutors, or the graduates who come back to their colleges thirty years later, or a conversation, unexpectedly worldly, among dons. Mr. Balsdon had his own definition of the Oxford accent, too. You will find it on page 257 and it 's good.

Mr. Fred Majdalany has written a soberly evaluated, thoughtful and yet, like so many war histories, essentially emotional book in CASSINO : PORTRAIT OF A BATTLE (Longmans. 21s.). His sources have been carefully probed and the scope of his bibliography gives only a part of the range of his research. He is a newspaperman, a writer and a soldier who fought in North Africa, Sicily and Italy. He has therefore been singularly well-placed to write a book of this kind, and it is a splendid and far from stony memorial to "a victory of the human spirit: an elegy for the common soldier."

H.M.S. WARSPITE (Collins. 25s.) is the history of all the ships in the Royal Navy that have carried that name, and especially a history of the seventh and last *Warspite*, which was launched in 1913, fought at Jutland in the First World War and, in the last, at Narvik, Matapan, Crete, Sicily, Salerno, Normandy and Walcheren. Captain S. W. Roskill, R.N., her historian, served in her for three years as Gunnery Officer, ". . . . the finest ship," he writes, "in which I ever served." It is evident from his chronicle of her greatness that he loved the ship, but the foreword by Admiral of the Fleet Lord Cunningham shows that he was not alone in this. Writing of her unique fighting record and her great vitality, Lord Cunningham says: "All ships have personalities, but *Warspite's* was highly original. She always had a touch of feminine capriciousness about her . . . she was not unknown to leave her proper element to taste the feeling of the land. . . . She learnt . . . to turn a complete circle on her own . . . at Jutland and she never forgot it. At the last, she showed a final flicker of those same qualities when she threw off her tugs and preferred the Cornish coast to a shipbreaker's yard. And who can blame her ?"

THE HIGH ROOM (W. H. Allen. 21s.) is a biography of a man with a genius for friendship and a wonderful, very nearly super-human disregard for the constant physical pain in which he lived. As a young man of fortune and family, Edward Sheldon became extremely interested in the theatre of his native America. He began to write plays and among his first six had five Broadway hits. With *Romance* he made a resounding success and met the woman who was to be the love of his life. In 1915 he had, while not yet thirty, an attack of arthritis, and this progressively crippled him until he was forced to lie flat and motionless, unable to move either hands or head, and finally blinded by the disease. High up in his New York apartment he lay like that for twenty-six years, receiving his scores of friends, many children among them, advising with great wisdom on theatrical matters, "writing" letters and sending out a stream of telegrams, amusing, compassionate or bracing, but always what the situation required, and very often before it was thought that he could even know about the situation. Mr. Eric Wollencott Barnes has written the story of this extraordinary man's life with tenderness but without sentimentality. I found it inspiring.

Mr. Christopher Rand, who is the Far Eastern correspondent of the *New Yorker*, a magazine which recognises an original writer when it sees one, has written a collection of extremely varied pieces on some of his experiences in the East. THE TWAIN SHALL (Gollancz. 16s.) contains reports on Le Co extraordinary plans for a city in the Punjab, in West India; on Tenzing, "fated now to be personality in large part"; on a man, one o whom Malay fishermen rely on to go under identify fish and report their whereabouts by of human radar (he said that angry shark "snnnnnnng KWAH!"); on a medium-price den, and on an American dam-builder who calls project in the foothills of the Himalayas "the job of all time." This is really an absorbin I picked it up to read in bed and then forgot to g



AN UNUSUAL LIBRARY IN AMERICA: Mr. Ted White stands by some of his shelves in Washington, which contain a collection of 10,000 comics and 3,500 paper-backs. The collector, aged twenty, started his library ten years ago. It now includes early science fiction paper-backs, the first Joe Palooka comics, and sets of the Shadow Magazine. The whole collection has cost about £180.

THE THREE FACES OF EVE (Secker ar burg. 18s.) tells the amazing story of a woman discovered by American doctors treating her three personalities, not only distinct from each o actually conflicting. On a first visit to a doc woman, in her mid-twenties, married, shy and eve dull, complained of blinding headaches, but a fe later she revealed herself in a different guise as a cative good-time-girl with a different voice and vo and a totally different approach to life. On yet occasion in the same consulting room she appe have a personality as different from one of these the other. Her final "integration" into a perfec and happily re-married character is described in t unusual book by Dr. Corbett Thigpen and Dr. Cleckly, the psychiatrists in the case.

The first of the novels in this week's selection h written by a girl of fourteen, but there all resemblar Daisy Ashford's *The Young Visiters* ends. Mi Gaskell, in STRANGE EVIL (Hutchinson. 12 writes about a fairyland of her invention, but a bitter and highly fantastic fairyland with warrin logies and very human passions. An odd book child to have written, or perhaps an odd book for to have written.

Mr. Morris West is adult, Australian by bir European by sympathy. He wrote not long ago ab young slum priest in Naples who works to save a as he can among the urchins of the Neapolitan world. His new book, THE BIG STORY (Hein 13s. 6d.), is not intended to be based as firmly o but has a lively plot about a newspaperman on th of a big political scandal in Italy. He is about the most sensational scoop of his life, and then r against some opposition that is as subtle as it is r Very readable with a clever final twist that is bit all too credible.

THE INNOCENT (Secker and Warbur g. 18s highly, almost excessively dramatic story of vi loneliness and bloodshed in the American South present time. Mr. Madison Jones' story as, ho nothing to do with racial segregation but with a man suffering from the wounds of an unha ppy ma and an unsuccessful job in the North, who comes to his own country to attempt to rebuild his ex and give it some sort of meaning.

Vernon F

In trenchant style, B. J. W. Hill, modern language master and housemaster at Eton, tells the story of famous personalities in the history of Windsor and Eton and generally discourses on the antiquities of the twin towns. With its gossipy flavour, WINDSOR AND ETON (Batsford. 25s.) has much in common with William Gaunt's *Chelsea*, published a few years ago. There is a fascinating chapter on Keate's headmastership at Eton, where on three occasions he had to face open rebellion on the part of his pupils. The book switches from the school on the plain to the castle on the hill, and there is an endless variety of subjects, perhaps because of Mr. Hill's own great range of interests. Six years on Eton Urban District Council have given him a good groundwork of knowledge in local government, while antiquarian interests have led him into detailed investigations of the history of the Castle. Incidentally, Mr. Hill lives in a house where Eton boys were residing at the time of the defeat of the Armada. It commands a view of Windsor Castle on the one side and of Eton College Chapel on the other. The volume has numerous photographs and some excellent line drawings.

One of the best books concerned with financial wizardry was Upton Sinclair's memorable account of the struggles of William Fox, the film magnate, in the grip of vast forces which eventually engulfed him. There have been lives, too, of John D. Rockefeller and Pierpont Morgan and the Astors which have been fascinating because of the ways in which they have shown the development of the social pattern consequent upon the acquisition of vast wealth. Only lately a great deal of interest has been aroused by the life of Ivar Kreuger, the Swedish match-king, whose juggling brought American wealth to the sorely-tried Old World after the 1914-18 war, but who died dishonoured amid a vast load of debt. Another millionaire to be the subject of a biography is the late Calouste Sarkis Gulbenkian, the Titan of Middle East Oil, who was said to have been the richest man in the world. Ralph Hewins tells the story in MR. FIVE PER CENT.

WINDSOR AND ETON

The Story of Castle and School

(Hutchinson. 21s.). He relates it factually and but this catalogue of commercial negotiations o highest level, the skilled cut-and-thrust in regu deals affecting the economy of the whole world, particularly rewarding. This book reveals little fo social historian. It does indicate, however, that benkian brought much benefit to Iraq, and if no sonal enthusiast in welfare matters, he always so wisdom of such arrangements and ensured that should be fostered in the interest of his compan

J. Andersen-Rosendal is a Danish journalist when you have read his MOON OF BEAUTY (Ne Press. 24s.) he will no doubt have put paid t lingering ideas that may be entertained about S navian coldness. *Moon of Beauty* is an assessme first hand of the exotic women of the Orient, the and the not-so-good, their love-life, their relatio to home, the community, passion and each o Mr. Andersen-Rosendal is a warm-hearted con tator, and it is a strange thing that even in the sordid places—among the houses of ill-fame in Be for instance—he is able to discover a measure of en ment. It is hard to assess whether this book veiled virtue and unveiled vice is a serious study erotic treatise. One imagines it will enjoy a vast not least by reason of its boldly-proclaimed sub "Woman and Love in the East."

Here are two books about the sea, both e different, each in its own way important. LIV SILVER (Secker and Warburg. 25s.) is a fis account of fishing operations as they must appe

THE GENIUS OF R. L. S.

have read a great number of biographies, studies and recognita of R. L. S. None of them, nor the rtraits they contained, attract me to the man. Indeed, y few of them brought out to me his charm in social nverse. His writings are another matter. I may nfess simplicity when I say that no other man's writing greatly influenced me as his. Why was it that during life and after he has been so much exposed to criticism, genius was "assented with civil leer" even by his sest friends? His best work, they said, could have been ter. When the critics swallow whole the genius of ckens, Scott and Trollope with all their redundancies d boring irrelevancies, R. L. S., with his graceful and sical style, always relevant, never long-winded, stantly exciting and never preaching, is damned with nt praise.

It is true that his boy-heroes are mostly prigs or bone-ds and all but two or three of his heroines are lay-ures, but few writers of historical romances got so imately into their periods or created such superb nor characters. Was there in his own character a ity which compelled his friends to debunk his master-ces, rather than to thank Heaven fasting for *Ballantrae*, *yll*, and *Weir* and for the undying humour of *The ong Box*, *The Wrecker* and *The New Arabian Nights* d even *St. Ives* might be accepted as the *whale* of a ot-boiler")?

A purely adulatory biography is boring. A carpingly tical misses the *sine qua non* of biography. Mr. lington is, above all, a literary critic. In a full-dress graphy, PORTRAIT OF A REBEL: Life and Work R. L. Stevenson (Evans. 21s.), he has admitted the endour of R. L. S.'s victory over his handicaps and fire of concentration which enabled him to turn out much splendid work in his lucid intervals. He has viously sought to be impartial but, while I recognise merits, I do not like the balanced portrait he has ained and do not find in it a new look.

The rebel in religion returned to the fold, the rebel Literature blazed a trail of immense value. R. L. S. s had an unfair share of criticism and the man still nds by his writings and not by the writings of others.

A VICTORIAN CHILDHOOD

rnest Shepard, believe it or not, was born in 1879. You would not expect such a man who has given the likeness of Grahame's and Milne's children and imals (*nem. con.*) ever to grow old. His memory tainly has outrun time. His memories of a Victorian ildhood are a boy's. In DRAWN FROM MEMORY lethuen. 21s.) he has drawn on them pleasantly d, better still, drawn them to the life. Naturally he talogues small beer, the first pantomime, the visit to Zoo, birthday and Christmas thrills, ailments, the st tricycle and friends made down his street, the mmer holidays on the farm, and the dips in the sea. s nursery *recognita* differ from scores of others chiefly this: that he gives them as a contemporary boy perienced them, not as an old man recalls them, ndly and almost apologetically.

The illustrations are a delight and every other page rries one. I wonder how many near-octogenarians n recall the faces of their aunts as they appeared enty years ago, let alone fix those faces in lively rtraits. Shepard, no doubt; but he had no need to . He drew them to the life before he turned ten. He s born with a pencil in his hand and learned how to e it before he was breeched. I recommend his book social historians. His hosts of admirers need no ompting to buy, read and praise it.

John Gore

fisherman, at the same time conveying to the general der a very full understanding of the methods that used. Trawling, seining, ring-netting are all described most readable fashion, and there is no doubt that the hor, Mr. Burns Singer, writes with an authority that ms from much experience. Patrick Howarth's THE EBOAT STORY (Routledge and Kegan Paul. 21s.) new and complete standard work on the service, nging up to date the proud record of the Royal tional Lifeboat Institution.

Edith Nesbit, whose sentimental novels pale into gnificance compared with her children's books, wrote hole series of related tales for young people which e given pleasure to two generations. It is good to that some of her most popular books are now being rinted by Ernest Benn in a delightful uniform edition, luding the original illustrations. THE STORY OF E AMULET, THE RAILWAY CHILDREN and E CHILDREN AND IT are the titles announced s week, each at 11s. 6d.

John Collier is an ingenious and subtle writer, able of the most cunning intricacies. His works are o appearing in a uniform edition. The first two titles PRESENTING MOONSHINE and HIS MONKEY FE, both published at 13s. 6d. The publishers are pert Hart-Davis.

R. C. E.

THE NEW OPERA SEASON AT SADLER'S WELLS

THE FIRST REVIVAL OF "THE MOON AND SIXPENCE": In the scene in a Paris studio are, from left, Blanche Stroeve (sung by Elizabeth Fretwell), Dirk Stroeve (Rowland Jones), and Charles Strickland (John Hargreaves). John Gardner's opera had its world premiere last May.

IN THE SOUTH SEAS AND IN PARIS: *Left*—Tiare (Edith Coates) is watched by Dr. Coutras (Owen Brannigan) as he sits outside a hotel on the Pacific island. *Right*—Stroeve (sitting) and Strickland are in the studio in Paris. *The Moon and Sixpence* is a setting to music of the novel by Somerset Maugham, based on the life of Gauguin.

During the present season of the Sadler's Wells Opera, *The Moon and Sixpence* is being revived for the first time, its world premiere having been given at this theatre last May. The cast remains the same and Alexander Gibson again conducts. The plot is taken from Somerset Maugham's novel of the same title, which is a fictionalised life of Gauguin. Strickland is the name of the Maugham's painter who leaves Paris for an island in the South Seas. The opera is the first ever to have been commissioned by Sadler's Wells, and it is also the first full-length operatic composition by its composer, John Gardner. The music is dissonant, there are no ensembles and dialogue is colloquial. It is certainly an interesting experiment of considerable merit.

Sadler's Wells has one other modern opera in the current repertoire of its season—Menotti's memorable *The Consul*. This is a revival of Denis Arundell's production of three years ago. The third work in the programme is Mozart's *Cosi fan tutte*.

THE FIRST OPERA TO BE COMMISSIONED BY SADLER'S WELLS: Strickland and Ata (played by Chin Yu, the Anglo-Chinese actress) in the last act of *The Moon and Sixpence*. Sadler's Wells had never before commissioned an opera for its theatre.

NEW MODELS AT SHOW TIME

A New Velox and Cresta from Vauxhall's; the Vespa in Paris; and a Galaxy of Baby Cars at Frankfurt

By "THE SPHERE" MOTORING CORRESPONDENT

ON the eve of the Paris Salon, which opened on Thursday, the spotlight switched to the Vauxhall factory at Luton, whence there emerged a new Velox and a new Cresta, which is a de luxe edition of the former. The completely restyled body is 5 ins. longer, 2 ins. wider and 4½ ins. lower. The centre of gravity is several inches lower and this should mean that the new car has improved road-holding and cornering. It is now a full six-seater and the new 2¼-litre, 6-cylinder engine gives better acceleration, with a top speed of more than 85 m.p.h.

Vauxhall's have been fitting this new engine to the old E-type Velox for two or three months, so it should give trouble-free motoring to buyers of the new models. The engine is a 6-cylinder version of the 1½-litre engine developed for the new Vauxhall Victor, announced last February. It is a "deep skirt" engine, which means, I am told, that the cylinder block extends below the level of the crankshaft centre, giving extra stiffness and, consequently, greater smoothness and silence. As in the Victor unit, the engine has bigger valves and individual inlet ports for better "breathing." It develops 82·5 brake horse-power. There is an automatic choke—the first time Vauxhall's have fitted one, I believe—and the new gear-box has synchromesh on all three ratios.

THE DE LUXE CRESTA: It is the de luxe edition of the new Velox which has just been announced from the Vauxhall factory at Luton. *On right*—The turn indicators, mounted high on the rear of the car, are visible from the sides and the rear. The lower cluster houses tail- and stop-lights and reflectors.

The new Velox looks different from the Victor and bears little resemblance to the model it replaces. It is an inch lower than the Victor, yet the Vauxhall designers have somehow managed to give more head-room for both front- and back-seat passengers than in the old Velox. The huge, panoramic windscreen contains 6½ square feet of glass and the rear quarter lights look as though they are a continuation of the big, wrap-round rear window. The chromium mesh radiator grille extends almost the full width of the car and is narrow in the modern style; the bonnet extends to the wing crowns and the traditional Vauxhall flutes run right along the side of the car. There is more luggage-space. The de luxe Cresta offers a choice of leather or nylon upholstery instead of Vynide, has whitewall tyres and full-size wheel discs instead of hub-caps. The Cresta also offers a wider choice of colour schemes, including four two-tone finishes. Even for the Velox there is a choice of eight colours.

Since the original Velox and Cresta "twins" were first introduced in 1948 more than 300,000 have been built. It means that in this period of nine years Vauxhall's have built more 6-cylinder cars than any other firm in Europe. The Velox and Cresta started life as the L-type. There was a major styling change in 1951, when it became known as the E-type. Since then there have been a number of modifications. At the time I had to write this the prices of the new Vauxhalls had not been announced, but an increase was expected. Prices of the Velox and Cresta have not been changed for two years. They escaped when the Victor became more expensive two months ago.

The new Vauxhalls have aroused a great deal of interest at the Paris Salon. So has the new four-wheel Vespa, designed in Italy and built in France. Why this strange two-country set-up, you ask? It may have something to do with the immense power wielded in Italy by the Fiat concern, which might take strong measures to meet home-based competition to their Fiat 600 and their newer, even more economical 500 c.c. two-seater. Be that as it may, the Vespa is a significant arrival on the French market at a time when Europe is getting increasingly economy-car-minded. The Vespa is a 400 c.c. two-seater with its two-stroke, air-cooled vertical twin engine mounted at the back. It has independent suspension, a three-speed gear-box and a spare wheel placed under the passenger seat. It is expected that the Vespa will cost about £350 and be built at the rate of 100 a day "within a few months."

Writing before the Paris Show actually opened, I can record merely as a rumour the possibility that the French Simca firm will have two new models there: the Simca Beaulieu in place of the V8, 2·3-litre Versailles and the more expensive Chambord as a replacement of the Regence. If these rumoured new models have actually put in an appearance, they may well prove to be one of the Show sensations, for they are reputed to have a strikingly modern appearance, based on transatlantic fashion, with tail-fins and panoramic windscreen. I understand that these new cars may cost £50 more than the models they are scheduled to replace.

Another interesting feature of the Paris Show is the semi-automatic transmission now available on the 2·1-litre, 4-cylinder Renault Frégate. It is called the "Transfluide," and is offered as an optional extra.

I hope to be able to deal more fully with the Paris Show, and with the London Show (now little more than a week off) in my next article. Meanwhile, let us take a quick look at the German Show at Frankfurt. This Show will be best remembered for its galaxy of baby cars, including prototypes by D.K.W. and Goggomobil, which will not be going into active production for some months.

The D.K.W. model is particularly interesting, and would have made an even greater impact if it were in actual production. It is a good-looking little car which, viewed from the side, is reminiscent of the Ford Zephyr with its modest tail-fins, wrap-round windscreen and rear window and cowled headlamps. It is a real scaled-down big car, not an odd-looking miniature. It has four wheels, two doors and seats for four adults. The 660 c.c. vertical twin two-stroke engine with water cooling gives a top speed of 65 m.p.h. There is a four-speed, all-synchromesh gear-box and the price of the standard version is given as £345, though it is difficult to see how even the Germans can do it for the money.

The Goggomobil was an even bigger surprise than the D.K.W., for whereas the smaller Goggomobils have rear-mounted two-stroke engines, the new "600" has a 586-c.c. flat twin four-stroke engine mounted at the forward end and driving the front wheels. This, too, is a prototype model and I was unable to find out how much development work had been done on it. It is a two-door four-seater with a luggage-boot of reasonable size, a panoramic windscreen and a four-speed gear-box.

The recently-announced B.M.W. 600 and N.S.U. Prince rear-engined four-wheelers were on view at a Motor Show for the first time. Both have 2-cylinder, air-cooled four-stroke engines of around 600 c.c., two doors, room for four people, a top speed of about 60 m.p.h. and a petrol mileage of about 60 to the gallon. Add these baby cars to the existing Goggomobils, the Zundapp Janus (a 250-c.c. four-seater with its engine amidships, doors in nose and tail and seats facing opposite directions), the 450 c.c. Maico, the Messerschmitt Tiger (a four-wheel development of the three-wheel bubble car of the same make), the new 600 c.c. Lloyd Alexander four-stroke, the B.M.W. Isetta bubble car (with rear wheels set close together), and the Heinkel cabin cruiser; add all these economy runabouts together, I say, and you have a fantastic assortment from which to choose.

It is obvious that there are too many. There isn't a big enough market for all of them to share and make a go of it. In the export field they will also be up against well-established, quantity-produced cars like the Fiat 500, the Fiat 600, the 2 c.v. Citroen; plus Britain's Frisky (I hope) and the new Italo-French Vespa.

It is possible, of course, that a big new motoring public may be created by all these baby cars. Their low price, operating economy and ease of parking may tempt many people who are at present deterred by the high cost of motoring and the difficulty of finding anywhere to leave a car if they go shopping. Young people who would otherwise buy a scooter may be attracted by the greater comfort and weather protection of an enclosed four-wheeler. More families may invest in a second car. It is significant, though, that the big-car builders of Britain and Germany have up to now steered clear of the really small economy car, although some of them are known to have carried out design experiments.

It would cost the British Motor Corporation almost as much to tool-up for a worth-while lightweight as for models like the Austin A.35 and the Morris Minor 1000. And if they did, I suppose there 's a big risk that many of the new babies would be sold at the expense of their A35s and Minors. Another important factor, which I 've mentioned before, is the used-car market. Many people would prefer to buy a good, full-size second-hand car than a new miniature if the price were the same.

All in all, this business of a possible big vogue for lightweight economy cars is the most fascinating question-mark that hangs over European motoring at the moment. It is a subject that certainly loomed large at the Frankfurt Show, though there was much else there to underline the virility and enterprise of the German motor industry. I like, for instance, the new Ford Taunus 17M, with a 4-cylinder engine of 1698 c.c. and a four-speed gear-box if you want it. It is a car of striking design, which we may yet see competing in the United States with the Vauxhall Victor and Opel Rekord of General Motors; the Dagenham Fords; and the Rootes Group Hillmans.

A NEW B.M.W. MIDGET CAR: The B.M.W. 600, with its engine at the rear, was on view at the Frankfurt Show. There is room for four persons and the car has a top speed of about 60 m.p.h.

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, The Sphere, *Ingram House,* 195-198, *Strand, London, W.C.2.*

AUTUMN TINTS ONCE MORE. Nature's autumnal show of her creations may vary each year in time and brilliance, but it is always an invitation to the town dweller to spend a long week-end or a short holiday amidst the woodlands, by lakeside or on moors.

It is true that those who live in cities get a glimpse of autumn in their parks, squares and boulevards, but to the countryman it is a half-hearted spectacle dimmed by smoke and dulled by noise. Without question it is the countryside that wins handsomely in these coming autumn days. But where ? In a generic way the answer is anywhere, for where there are woods, there are trees, leaf and autumn tints. It is all a question of where you would like to go, having regard to a journey which is not too long, and perhaps some terrain you have not visited previously.

You might be attracted to a close-up of autumn tints, as, for example, the New Forest, and among hotels that can be well recommended are Beaulieu, The Montagu Arms (*Tel. :* 324) ; Brockenhurst, The Rose and Crown Inn (*Tel. :* Lyndhurst 4) ; Burley, Burley Manor Hotel (*Tel. :* 3114) ; Hinton St. Michael, East Close Hotel (*Tel. :* Bransgore 404) ; near Lymington, Pasford House Hotel (*Tel. :* Sway 398) ; Lyndhurst, Parkhill Hotel (*Tel. :* 111), or in the town itself, The Crown (*Tel. :* 13) ; and finally, The Compton Arms at Stoney Cross (*Tel. :* Cadnam 2134). From most of these hotels one can step out of the front door during the next few weeks into fairyland.

Though one's first thoughts of autumn tints turn to our forests and woodlands, for at random one can name besides the New Forest, Burnham Beeches, the Forest of Dean, Savernake Forest and Cranham Woods, some may prefer a panoramic rather than a close-up of Nature's autumn show.

Personally, I marvel each year, as I live in the area, at the colourings when driving through the South Down woodlands, near the summit of Bury Hill. Indeed, to move from generic thoughts to a specific idea, Londoners, in particular, need not look beyond the Sussex South Downs which, starting at East Harting in the west, culminate at Beachy Head in the east.

In the small village of Singleton, on the Midhurst–Chichester road and at the foot of the Downs leading up to Goodwood, Mrs. Prunella Kilbane has recently reopened The Drove Hotel and Country Club. An attractive Georgian house, it has been decorated and furnished in a most tasteful manner and equally high standards are being practised in food and wine. From an initial sampling, it is safe to prophesy that Mrs. Kilbane is likely to attract those of epicurean tastes from far and wide. The telephone number is Singleton 283, and to give an indication of price, bed and breakfast terms are from 2 guineas. Lunches and dinners are *à la carte* and only served to order. For those who prefer something where the atmosphere is in tune with its association with the road—an inn—The Angel at Midhurst will undoubtedly appeal. There is no pretence of glamour or of being smart. It 's clean, comfortable and provides old-fashioned service and courtesy that becomes this old-world Sussex town, which is such an admirable autumn gateway to the wooded borderland of Surrey, the charm of Cowdray Park, and the contour of the Sussex Downs. Pulborough, which lies twelve miles farther east, has the advantage of being admirably served by rail and road, so that a car is by no means essential. A frequent service of electric trains with buffet car bring Pulborough within almost an hour's reach of London and twenty minutes off the coast, and the Southdown bus service radiates in all directions from the village.

Here, standing on a ridge overlooking the Downs, is that model hotel in miniature, The Chequers. A very personal affair, for I cannot recall ever having visited Chequers without Mr. and Mrs. Stormont being readily to hand. Its success has been due to its cosy, hospitable warmth (it is as popular in winter as in summer), the admirable homely catering, and the fact that the Stormonts are walking encyclopedias on where to go and what to see in the neighbourhood : thus valuable time is not wasted in ferreting out information for oneself.

Five miles farther eastward, Storrington is a village which is steadily growing in residential and holiday popularity. Two miles outside, on the Coolham road, stands Abingworth Hall, whose owners cater in the main, but not wholly, for those looking for a temporary home, or having given up their own homes, wish to settle down in homely surroundings. Certainly those who do live or stay there this autumn will have their fill of tints. From the grounds Chanctonbury Ring and the South Downs are in full vista, while the surrounding woodlands should provide plenty of opportunity for photographers in colour. Earlier this year my wife and I made a new discovery in Storrington itself, and at the very foot of the South Downs. It is The Manor House Hotel. What we like about it, other than the high catering standards practised, is the modern wing they have built, consisting of eight bedrooms, each with their own bathroom, toilet, central heating, electric fire, radio and ingenious bedside table arrangement. They are naturally in great demand and I hope Mr. and Mrs. O. S. Jones will develop this commendable enterprise.

Leaving the Sussex Downland at this point, those who would like more of a close-up of autumn tints, might well think in terms of that more unfrequented part of Sussex which runs from about Wych Cross, on the main Eastbourne Road, through to Horsham.

Those of gastronomic intent will be glad to discover the Roebuck at Wych Cross, where the catering is of such a high order that it will be hard to leave the pleasures of the table for the charm of the countryside. On one side, the Roebuck fringes Ashdown Forest, and, on the other, the wooded area around Horsted Keynes and Lindfield. At the former, those of limited means will be well content with that Guest House of charm and distinction, Keynes Place, and at the latter, a mile or so farther on, The County at Lindfield, where the surrounding grounds alone warrant a visit in autumn-time.

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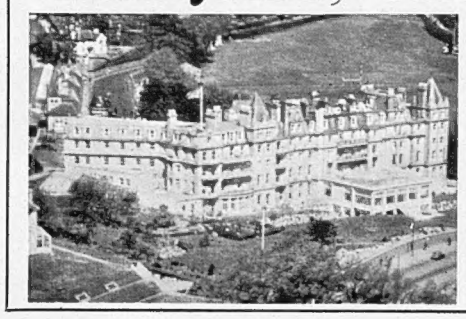

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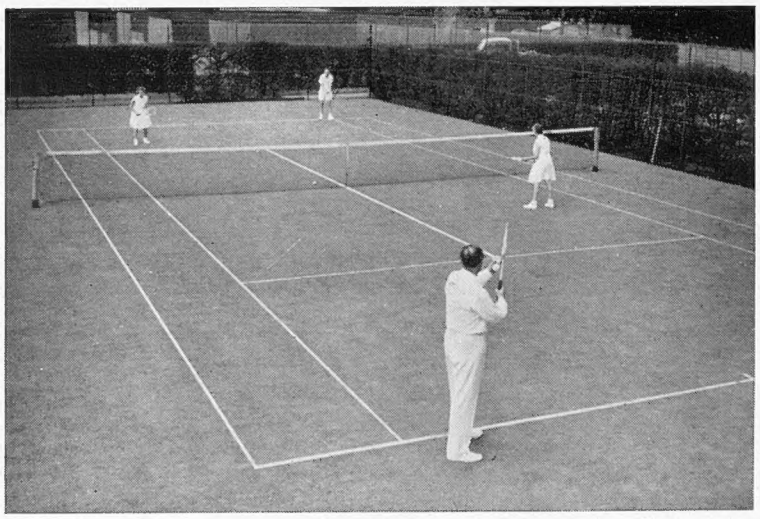

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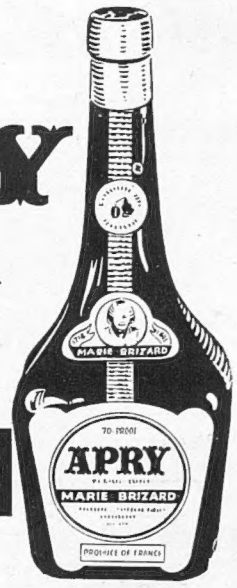

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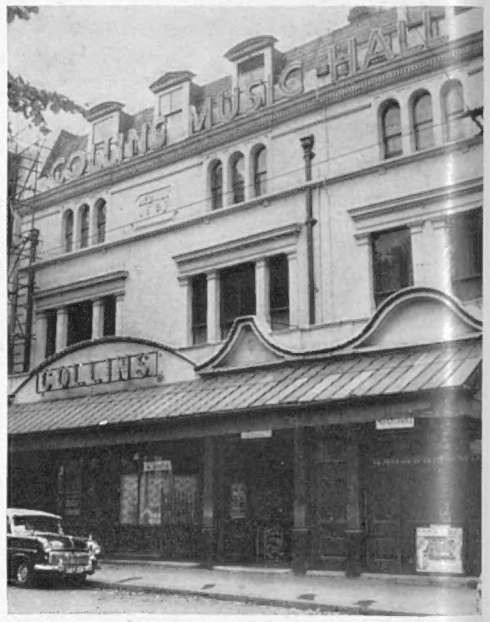
ONE OF LONDON'S LAST MUSIC-HALLS THREATENED: Pictures of famous music-hall stars look down from a corner of the bar in Collins Music Hall, Islington, North London. It was announced last week that a business firm had applied to the L.C.C. for planning permission to convert the old music-hall into a warehouse and office. Later it was bought by Mr. John Collins, who will continue to run it as a music-hall.

A THEATRE SAVED

Collins's in Islington to Remain a Music-Hall

The closing of several London theatres was discussed by W. Macqueen Pope in last week's issue of THE SPHERE. On hearing the news of the threat to Collins, the famous theatre historian said that it would be a shame to see it go, because it has "all the old atmosphere and tradition." Collins Music Hall is one of the oldest, if not the oldest, of London's music-halls, having celebrated its centenary in 1946. An Irish comedian, whose stage name was Sam Collins, founded the hall which later became well known under the Victorian nickname of "The Chapel on the Green"—its site is on Islington Green—because the shows there combined propriety with humour. If Collins had disappeared there would have been only one music-hall in the true tradition left in London: the Metropolitan, in the Edgware Road. This was not the first time that Collins had been threatened. In 1922 the then owners decided to close it down because the burden of entertainment tax was proving too heavy. At the moment, variety shows have been booked to appear at the theatre for months ahead.



A TYPICAL VICTORIAN FAÇADE: The front of the old theatre is as characteristic of the age in which it was built as is music-hall itself.

INSIDE THE THEATRE: The safety curtain, ornamented with an apt quotation from *Hamlet*, is down in front of the stage. Collins' audiences have often enjoyed watching young artistes who later became world famous. Charlie Chaplin is one of these.

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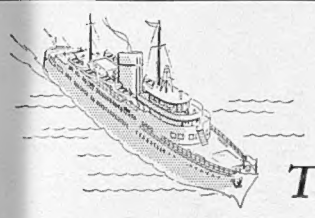

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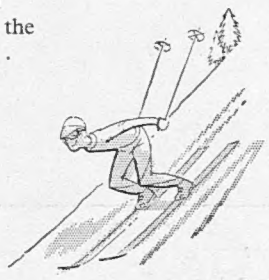

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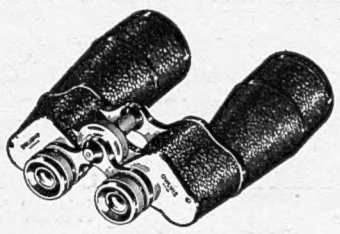

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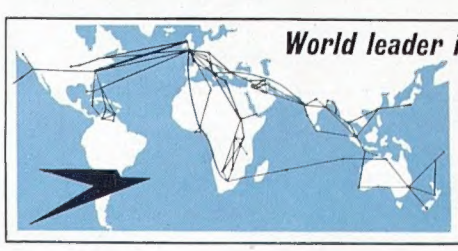

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